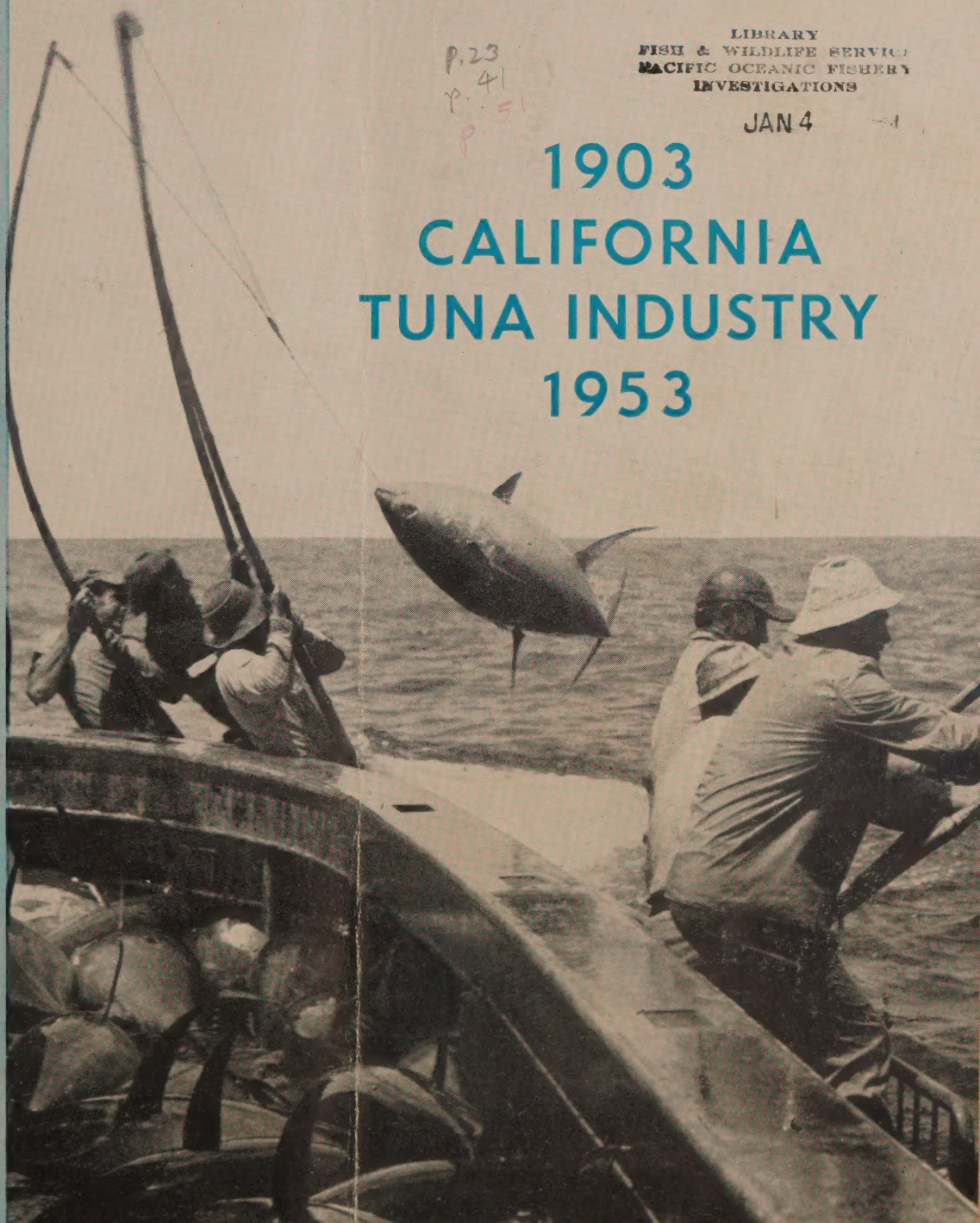
DECEMBER 1953

PACIFIC FISHERMAN

LIBRARY
FISH & WILDLIFE SERVICE
PACIFIC OCEANIC FISHERY
INVESTIGATIONS
JAN 4

1903 CALIFORNIA TUNA INDUSTRY 1953



rice
cents

urage

Alaska

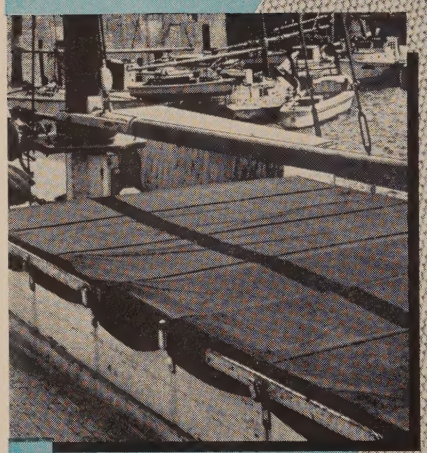
ervation

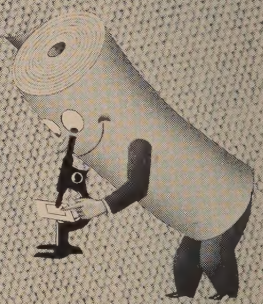
1 and 16

le Yellow-
are coming
the clipper
of the Sea" at
e in this stir-
graph by Lee
eridge.

Fabric UNIFORMITY Makes The Big Difference In BOAT COVERS

WOODBERRY EXTRA GIVES YOU GREATER FABRIC UNIFORMITY





Checking evenness of sliver with linear regularity tester. One of a series of laboratory controls throughout production to assure fabric uniformity in all Mt. Vernon-Woodberry products.

Mt. Vernon-Woodberry Mills

Branch Offices: Chicago • Atlanta

TURNER HALSEY
COMPANY
Selling Agents
40 WORTH ST. · NEW YORK

Baltimore • Boston • Los Angeles

PACIFIC FISHERMAN

December, 1953 **Volume 51, No. 13**

TABLE OF CONTENTS

5 Decades of Tuna Packing 13
As Tuna Canning Began— 15
Courage in Control 16
More Power to 'Em 18
Fillet Tariff Hearing 20
Overfishing Vs. Natural Causes 23
PACIFIC FISHERMAN'S NEWS 27
Norfish Sales' New Home 55
Dehn Introduces "Salmon Dinner" 58
FOOD FISH MARKETING 59

DeWitt Gilbert ..... Editor
A. W. Ponsford ..... Associate Editor
Stuart F. Leete ..... Associate Editor
Charles L. Shaw ..... Associate Editor
C. L. Hillyard ..... Advertising Mgr.

A Miller Freeman Publication

Miller Freeman ..... President
Lawrence K. Smith ..... Vice President
William B. Freeman ..... Vice President
Miller Freeman, Jr. ..... Secy.-Treasurer

Publishing Office

815 Witmer St., Los Angeles 17, Calif.
DUnkirk 9-1112

Editorial & Advertising Offices

71 Columbia St., Seattle 4, Wash.
MAin 1626

370 Lexington Av., New York 17, N. Y. ..... MUrray Hill 3-9294
1791 Howard St. (Rm. 308), Chicago 26, Ill. ..... ROgers Park 4-3420
906 Royal Bank Bldg., Vancouver, B. C. ..... MArine 7287
534 SW Third Av., Portland 4, Ore. ..... BEacon 6348
121 Second Street, San Francisco 5, Calif. ..... GArfield 1-5887
315 N. Avalon Blvd., Wilmington, Calif. ..... TErminal 4-4538
3518 Dante St., New Orleans 18, La. ..... AMhurst 2762

SUBSCRIPTION RATES: U. S. and Canada—one year $3.00; two years $5.00; three years $7.00. Other countries—one year $4.00; two years $7.00.

CHANGE OF ADDRESS: Please send notice of change of address as early as possible, and include both old and new addresses, plus zone number at new address.

ADVERTISING: Complete plates only should be sent to the Publishing Office at Los Angeles . . . Advertising copy and cuts, instructions and insertion orders should be sent to the Seattle office.

PACIFIC FISHERMAN (with which is combined West Coast Fisheries). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 815 Witmer St., Los Angeles 17, California. Entered as second class matter at the Post Office, Los Angeles, California, under Act of March 3, 1879. Postmaster, please send Notice 3579 to PACIFIC FISHERMAN, 121 Second St., San Francisco 5, California.

"Administrative Courage"

COURAGE of a new kind came into Alaska salmon conservation one morning in November when John L. Farley, less than six months in the office of director of the U. S. Fish and Wildlife Service, announced a strong program "designed to produce the escapement we must have under conditions which will permit the industry to contribute to the economy of Alaska."

The full account of his proposals appears on Page 16 of this issue.

It is a program of rational realism, which puts conservation and the future of Alaska ahead of bureaucratic and political considerations.

Actually, the program is the logical administrative application of recommendations of fishermen and operators from three of Alaska's depletion areas. Mr. Farley cited consensus on these points: (a) there must be increased escapement, else the resource would be destroyed; (b) reduced fishing intensity is essential for adequate escapement; (c) seasons must be longer, or operation will be impossible; (d) the Fish and Wildlife Service during the years of decline has failed to use its authority in full.

The Director found the situation on Prince William Sound so critical as to call for complete closure for a two year cycle.

In Southeast Alaska and Cook Inlet the program is not nearly so drastic as it appears when "50% restriction" is first considered.

Halving of fishing intensity is to be accompanied by *extension* of the fishing period. How then, it may be asked, will this serve conservation? The response: by providing a *larger* escapement of *better* fish, more properly distributed throughout the spawning areas; and by reducing the intensity of fishing, thus permitting extension of seasons beyond those which the fishermen and packers had declared were "economically impossible."

Singularly, the packers and fishermen's union representatives present when Mr. Farley made his announcement raised no outcry, brought no serious objection. In general, they voiced sincere, if sober, approval. They had asked for it; and they were going to get it.

Mr. Farley pledged that the program would be accompanied by a full measure of enforcement, with increased vigilance directed at the *prevention* of violations.

Declaring: "We will not shirk our responsibility," he said that he could not in conscience temporize in meeting this primary problem of the Service; and that he could not permit the salmon season of 1954 to pass without a determined beginning.

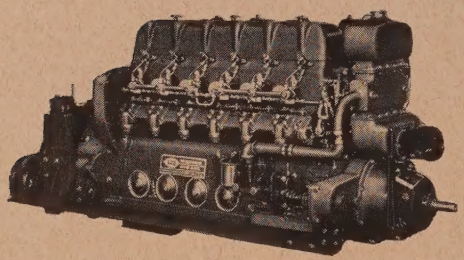
Truly, it is time. Truly, the new approach gives ground for hope.

Discussing the crisis resulting from the depletion of the salmon resource in Southeast Alaska, *Pacific Fisherman* in its issue of October, 1953, called for "administrative courage." Certainly this is what Mr. Farley displayed.

P&H MARINE DIESEL 2-cycle...

gives Uranus

"NEW LEASE ON LIFE!"



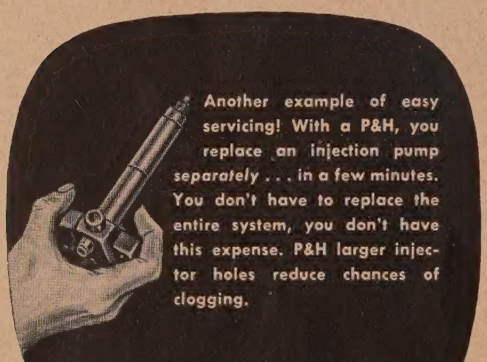
P&H Marine Diesel, 6-cylinder, 138 h.p. Note its compact, space-saving size, its clean, well-ordered design.

That's what Capt. Emile De Silvey says of the P&H Marin Diesel that repowers the 54-foot "Uranus" of the Mississip Seafood Patrol.

> "The recently installed P&H Diesel Engine has given my vessel a new lease on life. We are often at sea as much as 7 days and I have found that the 138 continuous horsepower developed by our 6-cylinder P&H Diesel is ample to carry on the rugged duties of the Mississippi Conservation Dept.
>
> "It's indeed a fine engine and responds instantly to controls, making the job of skippering an easy one. I recommend P&H Diesels to the fishing industry everywhere.

Capt. De Silvey is a diesel expert in anybody's book. For years on the water bear this out. That's why he appreciate P&H more advanced 2-cycle design—and what it means—i surprising economy, in downright dependability, and in an eas of maintenance never before attained in diesels.

Imagine this: If servicing is ever needed, you can replace complete P&H cylinder assembly in less than an hour! Th "unitized" design gives you liner, head, piston and rod—all i one lightweight, easy-to-handle, interchangeable unit. No nee to even drop the pan! You do the job alone, anywhere. No lon lay-ups with a P&H! You spend more time fishing and earnin



Another example of easy servicing! With a P&H, you replace an injection pump *separately* . . . in a few minutes. You don't have to replace the entire system, you don't have this expense. P&H larger injector holes reduce chances of clogging.

Your P&H representative will give you all the facts.
Models from 20 to 138 horsepower, 2 to 6 cylinders.

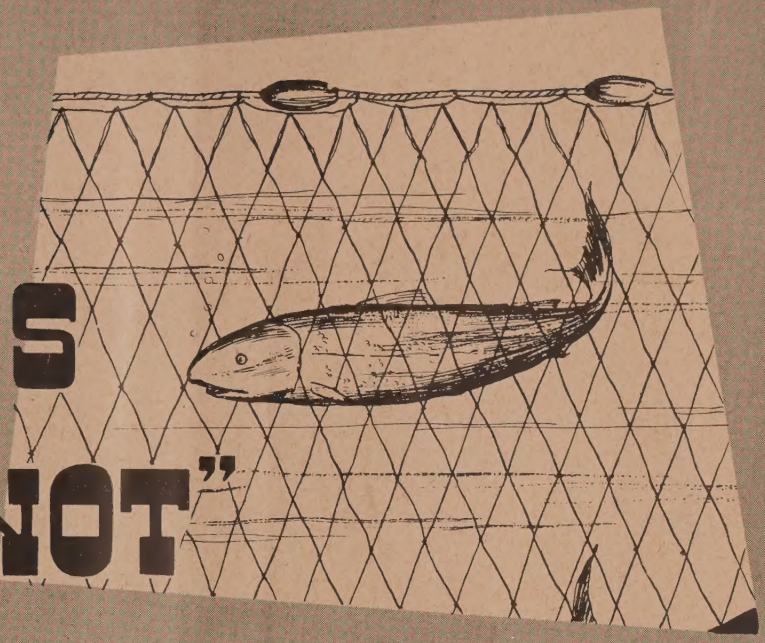
P&H DIESEL DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

ENGINE SALES & SERVICE
Los Angeles, Calif.

MARINE & INDUSTRIAL POWER, INC.
San Diego, Calif.

PARKER DIESEL ENGINEERING CO
Oakland, Calif.

PAULS "LOCKNOT"*



Gills for keeps!

You can increase your profits and reduce the loss of fish by using PAULS "LOCKNOT" GILL NETTING. The reason is due to the fact that aside from using the finest twine, PAULS "LOCKNOT" GILL NETTING is constructed with a scientifically tied knot that absolutely will not slip, turn, or saw and stops the loss of fish 100%. PAULS "LOCKNOT" GILL NETTING "Gills for Keeps" with a maximum holding power unlike any other type gill net. That is why it pays to specify PAULS "LOCKNOT" GILL NETTING when buying your gear.

Available in:
Nylon Twine 40/3 to 40/12 ply —also in Linen Salmon Twine 40/3 to 40/14.

PAULS Netting

PACIFIC COAST DISTRIBUTORS

F. J. Cardinalli, Pittsburgh, Calif.

Joe Rappa, 44 Municipal Wharf, Monterey, Calif.

Alfred Puusti & Co., 212 Taylor Ave., Astoria, Oregon

Nordby Supply Co., 1300 Western Ave., Seattle, Washington

* Locknot is a registered trade name for Pauls double knot netting, which is manufactured under a special patented process and sold only by the authorized dealers listed below, and should not be confused with netting of a similar name that might be sold to you as a substitute by unauthorized persons.

PAULS FISH NET COMPANY • ***Main Office:*** **357 W. OHIO ST., CHICAGO, ILL.**

Preparation...

First step to perfection

Like the diamond cutter and his exacting calculations, Canco exercises meticulous care in every detail of container production.

For you, Canco's relentless effort to produce perfect containers means fewer work stoppages on your production lines, lower packing costs and maximum container efficiency throughout your channels of distribution.

Canco's precise specifications for its containers are arrived at only after exhaustive laboratory tests, pilot-line manufacturing trials and experimental packs. This zeal for container perfection also applies to raw materials, packing—even shipping.

That's why the containers which roll off Canco lines can best take your products to market at a profit.

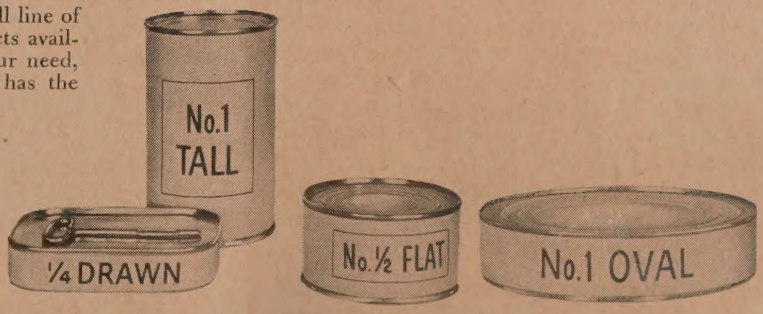
Go first to the people who are first!

AMERICAN CAN COMPANY

CANCO

New York, Chicago, San Francisco; Hamilton, Canada

Canco offers you the finest full line of cans for fish and fish products available anywhere. *Whatever* your need, *wherever* your need, Canco has the *right* package.



If a crystal can tell your future, be sure you have the right CRYSTAL

THERE ARE many kinds of crystals in the world. One variety is the crystal ball which is supposed to be able to predict your future. There is some doubt about that. Another is the pure, uniform crystal of monosodium glutamate you get when you order Ac'cent. That crystal can *influence* your future. There is *no* doubt about that. Case histories on hundreds of products using Ac'cent prove how sales leap when Ac'cent is added to a food operation.

One of the many advantages in ordering Ac'cent is that you are assured of monosodium glutamate in its purest, most convenient form. The Ac'cent crystal is free of all foreign ingredients. Standard size crystals will not cake or lump—they do not cling to the sides of containers or dispensers. This results in a uniformity of flavor that pays off in repeat sales.

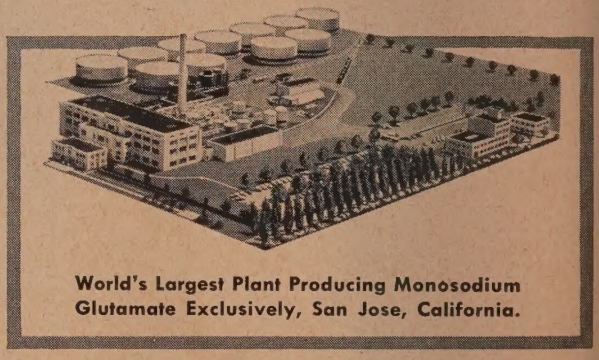
Ac'cent, you see, is the sole product of Amino Products Division, and, therefore, receives all the attention and care of an only child. For that reason you can always be sure you are getting monosodium glutamate at its best when you order Ac'cent.

And because Ac'cent was the pioneer in the field, and continues with an ever-increasing program of research and development, you receive so much extra in the way of information and service. For instance, a 75-man research and development team is constantly at your service to show you how to get the flavor maximum out of your product in the most economical way...even to the point of designing special machines for your particular operation. And all the information gleaned from 10 years of continuous research is constantly made available to the industry. In 1952 alone, 753,249 printed information pieces were mailed to food processors.

Consumer acceptance is another Ac'cent project, and a very successful one. A long-range educational program was launched several years ago to explain monosodium glutamate to the consumer. Housewives now are looking for it on your labels in their grocery stores.

With the growing awareness of monosodium glutamate on the part of consumers and food processors, Ac'cent has expanded its services. A new research center was recently completed in Skokie, Illinois, and an addition was made this year to the Ac'cent plant at San Jose, California. Supplies are now located in convenient warehouses at 39 points throughout the United States and Canada, assuring food processors of a quick and abundant supply of Ac'cent.

The next time you order monosodium glutamate, remember the many advantages that can only be offered by the leader in the field. Remember that a crystal can influence your future...so be sure you choose the right crystal. Specify Ac'cent. You get so much more when you do.



World's Largest Plant Producing Monosodium Glutamate Exclusively, San Jose, California.

NORTHEASTERN DIVISION
61 Broadway
New York 6, N. Y.

MIDWESTERN DIVISION
318 W. Washington Blvd.
Chicago, Illinois

WESTERN DIVISION
214 Front Street
San Francisco, California

SOUTHEASTERN DIVISION
460 Mellview Avenue, S.W.
Atlanta, Georgia

EAST-CENTRAL DIVISION
90 Hamlin Avenue
East Aurora, New York

SOUTHWESTERN DIVISION
6339 Royal Lane
Dallas 30, Texas

MID-CENTRAL DIVISION
5085 Balfour
Detroit 24, Michigan

EASTERN DIVISION
c/o P. T. Mackie & Company
31 South Calvert St.
Baltimore 2, Maryland

Ac'cent®
PURE MONOSODIUM GLUTAMATE
...makes processed food taste better!

AMINO PRODUCTS Division of International Minerals & Chemical Corporation, 20 North Wacker Drive, Chicago 6, Illinois

Tailors in tin to western fish packers

Four of Continental's nine plants on the Coast devote most or all of their production to making cans for salmon, tuna and sardines. And we have three research laboratories handily located at Seattle, Hayward and Whittier. Continental Service to Western fish packers is truly Tailor-Made.

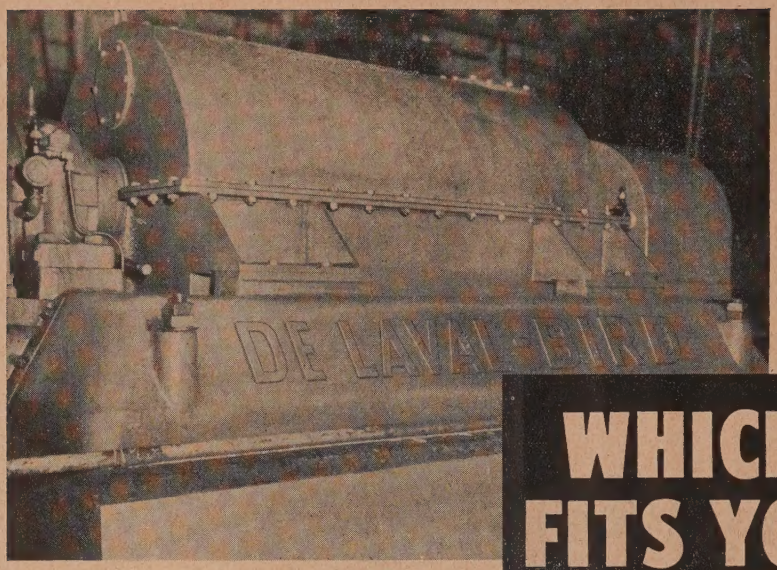
This means prompt delivery of the right cans in the right quantities. It means, too, that we can reach you quickly to help you with special problems that require research and engineering facilities. (These are always available to our customers.)

For individual attention to your packaging needs it will pay you to call Continental. Why not try our Tailor-Made Service now.

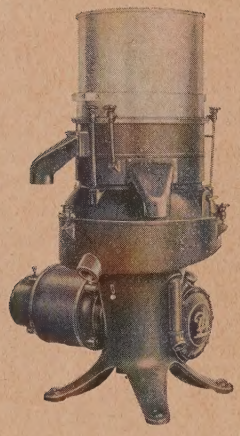
CONTINENTAL CAN COMPANY

1120 Wilshire Blvd., Los Angeles 17

Russ Building, San Francisco 4 • Skinner Building, Seattle 1

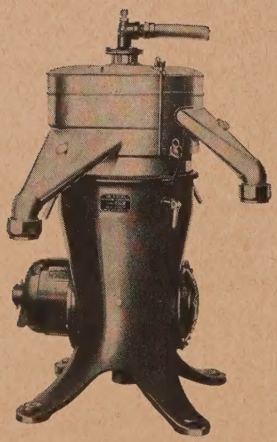


WHICH MACHINE FITS YOUR PLANT?



DE LAVAL-BIRD CONTINUOUS MEAL RECOVERY CENTRIFUGE

One De Laval-Bird Continuous Meal Recovery Centrifuge will do the work of 3 or 4 smaller machines! These sturdy horizontal type centrifuges are designed to separate fish meal from press liquor in the most efficient manner. They recover a maximum of high protein fish meal . . . of low oil content . . . thus yielding a maximum of profit to the operator. They save space, reduce first-cost expense and minimize maintenance. De Laval-Bird Continuous Meal Recovery Centrifuges are available in sizes capable of handling 3,000, 6,000 and up to 10,000 gallons per hour of press liquor.



DE LAVAL MODEL AC-VO "NOZZLE-MATIC"® SEPARATOR

De Laval Model AC-VO "Nozzle-Matic" Separators in combination with De Laval-Bird Continuous Meal Recovery Centrifuges yield a maximum quantity of highest quality oil. The "Nozzle-Matic" is continuous in operation and turns out oil-free stick water for concentration into fish solubles. The capacity of this three-way separator on this type of work usually runs between 2,000-3,000 gallons per hour.

DE LAVAL FISH OIL PURIFIERS

These machines achieve final purification and polish of the oil. When fish oil is discharged from this final centrifuging operation it is clean and bright and entirely free of moisture. The dehydration is complete because the bowl of the De Laval centrifuge applies centrifugal force in the most efficient manner possible.

Capacities vary greatly according to the type of oil being centrifuged. The same machine may do 50—400 gph on one operation and 1,200 gph on another. Consult a De Laval representative.

DE LAVAL PACIFIC COMPANY • 61 Beale Street, San Francisco 5, California

DE LAVAL fish oil separators

'NOT ONE PENNY 1¢ for repairs in 2½ years!"

The fishing boat *St. Rita*, out of San Diego, is a trim 5-footer, with 13-foot, 6-inch beam, and capacity for 8 tons of fish. Her Cat* D8800 Marine Diesel, swinging a 38x29 wheel, gives her an average speed of 8 knots.

Working off the coast of Southern California and Mexico, the *St. Rita* brings in good catches of yellowtail and other commercial fish.

Donald Corona, who owns the boat with Frank and Joe Corona, says: "We have had absolutely no trouble with our Caterpillar Engine. Not one penny has been spent on it in the 2½ years it has operated. Our D8800 is a really dependable engine."

How much has your engine cost you in the last 30 months? How many days' fishing have you lost while it was tied up for repairs? Your Caterpillar Dealer can give you prompt delivery on the right engine for your boat—12 sizes, honestly rated, up to 400 continuous horsepower. He'll back its long, trouble-free life with reliable dockside service. And he'll prove its over-all economy with facts and figures. When you buy an engine it's for a long time. Look at your *last* cost *first*.

CATERPILLAR, San Leandro, Calif.; Peoria, Ill.

CATERPILLAR*

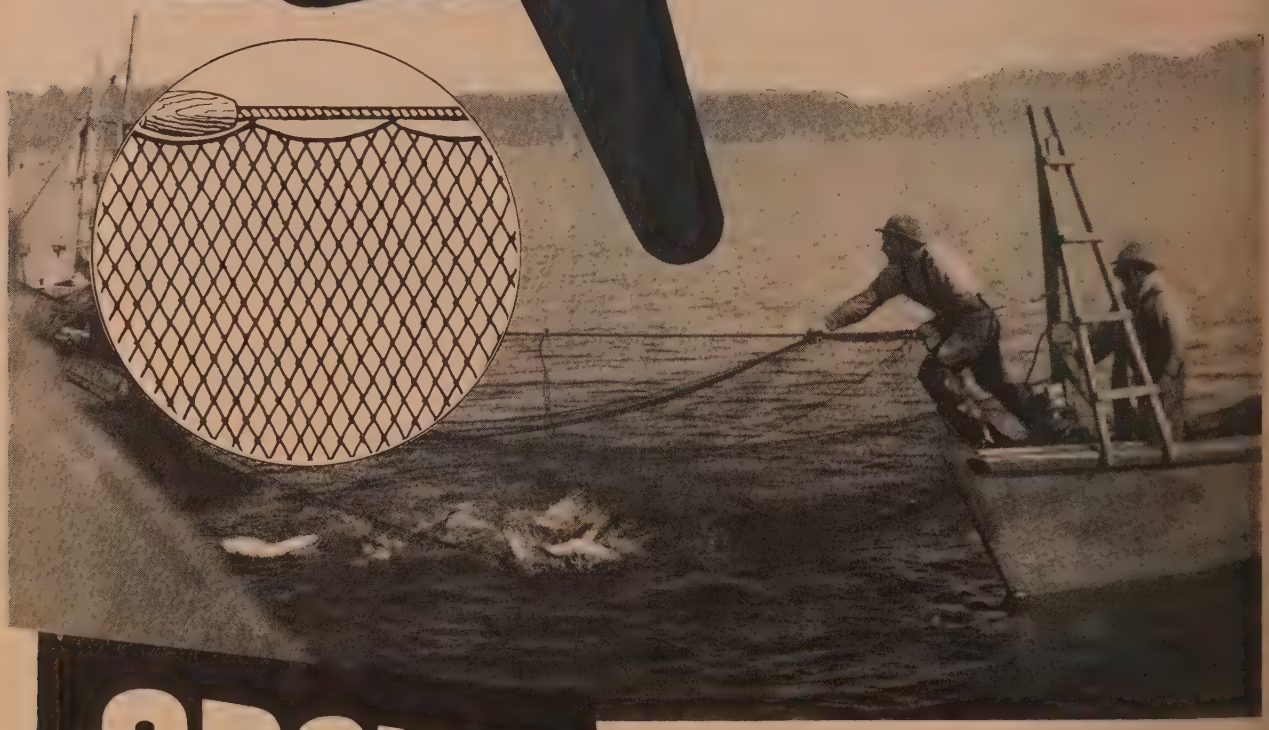
*Both Cat and Caterpillar are registered trademarks—®

SPECIFY CAT MARINE ENGINES FOR HIGH-PROFIT PERFORMANCE

ADAMS' BEST offers most for your netting dollar

Adams' Best brand netting is outstanding in accuracy and uniformity. Their strict quality control from twine to the finished netting assures you of trouble-free service when hauling in the heaviest loads. Adams' long, successful background in the manufacture of netting for all waters, provides you with gear that is tops in quality and service regardless of your fishing operation.

Fish Netting is the most important component in commercial fishing. Adams' Best Netting provides you with the ultimate in strength, dependability and quality—whether you use Nylon, Cotton or Linen netting, you will find Adams' Best made to give you the best results. We recommend you see our Adams' dealer who can save you time and expense with your netting problems.



ADAMS

Nets · Twine

ADAMS' BEST

PACIFIC COAST DEALERS

SEATTLE MARINE & FISHING SUPPLY CO., Seattle, Wash.
Englund Marine Supply Co., Newport and Astoria, Ore.
A. D'Acquisto & Sons, Monterey, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.
COAST EQUIPMENT COMPANY, San Diego, Calif.

ADAMS NET & TWINE COMPANY
701-3 N. SECOND ST. • ST. LOUIS, MO.

The NEW

RADIOMARINE® 3.2 cm RADAR . . .

for work boats, fishing craft and small vessels

Now, mariners aboard small craft also can enjoy the advantages of radar. This new, low-cost Radiomarine Model CR-103 offers all the advantages of modern radar. Use it for pilotage . . . for position finding . . . as an anti-collision aid . . . for detecting storms.

Despite its small size, it has a 30-kilowatt transmitter. Operating on a wave length of 3.2-centimeters, it provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

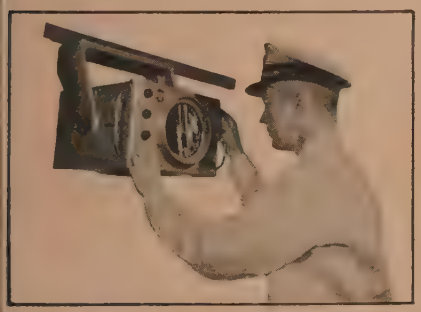
Clear images on a 7-inch scope. Operating ranges of 1, 3, 8 and 20 miles, with a close-in range of 75 yards from the antenna.

50-inch diameter low wind resistance antenna, weighs only 150 lbs.

Operates from 24, 32, 115, 230 volts D. C. or 115/230 volts, 60 cycles.

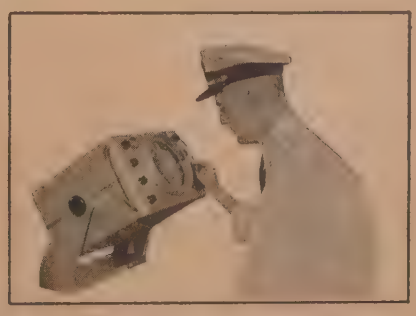
Backed by Radiomarine's world-wide Service.

Radiomarine CR-103 Radar will enable small vessels to operate on schedule, regardless of weather, in harbor, at sea or inland waters. Investigate its possibilities for safety and economy for your craft. Write for complete information.



Mounted from the overhead

Mounted on Transmitter/Receiver Cabinet



Mounted on a table or shelf

Radio Marine Corporation of America
1008 Western Avenue
Seattle 4, Wash.
Tel: Seneca 8178

Radiomarine Corporation of America
1075 Folsom St.
San Francisco 3, Calif.
Tel: MArket 1-1062

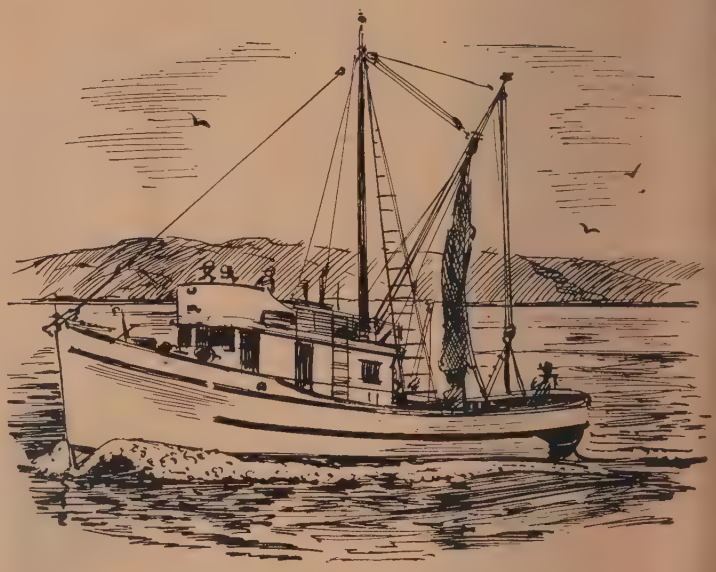
Radiomarine Corporation of America
437 North Avalon Blvd.
Wilmington, Calif.
Tel: Terminal 4-3469

RCA **RADIOMARINE CORPORATION of AMERICA**

A SERVICE OF RADIO CORPORATION OF AMERICA

ARE YOU READY FOR WINTER FISHING?

TOUGH WEATHER AND HARD WEAR REQUIRE SOMETHING "EXTRA" FOR WINTER FISHING THAT CAN ONLY BE SUPPLIED BY "EXTRA-QUALITY" GEAR!



CORDAGE

Purse lines to pot warp—extra life, strength and safety. Try Plymouth "Ship" brand.

GOLD MEDAL

NETTING

Best netting that can be bought. Fishes better and lasts longer.

SERVING AT SEA SINCE 1888

WOOLSEY MARINE PAINTS

Cut expense with longer lasting hull and bottom paints. Rugged and dependable, covers better and stays bright.

Bendix

DEPTH SOUNDERS & INDICATORS

There is a Bendix for every job. Five models to choose from. Select the one designed for your work.

KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 56 years standing with us!

PACIFIC MARINE SUPPLY CO.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MAIN 1573

PACIFIC FISHERMAN DECEMBER 1953

FIVE DECADES OF AMERICAN TUNA CANNING

FIVE DECADES of tuna canning was celebrated in November by the great industry built upon this pelagic fish, an industry which in the last decade of the five has swung into leadership among the world's canned fishery products.

The industry's observances of its 50th anniversary was led to the 1953 National Tuna Week — an event which comes every November on the American food merchandising calendar.

Tuna was first canned, it is generally acknowledged, in 1903 at San Pedro. *Pacific Fisherman,* in its special 50th anniversary number of last year, states that the "*emergence* of the tuna fishery stands out among the developments of the decade of 1913-1932." The year of 1913 saw the opening of the California Tunny Canning Co., by Wilbur Wood and associates. Mr. Wood is one of the few surviving individuals in the early years of the tuna canning industry which today is in all its phases one of the "big businesses" in the American economy.

Today, the U. S. tuna canning industry—with a case pack of 9,115,202 in 1952—now has its own foundation, symbolizing its maturity and putting it in the category of meat and other staple items in the American diet.

Tuna Week Special Recipe Is Featured

The Tuna Research Foundation, which was formed largely by the efforts of Montgomery Phister, of the Van Camp Sea Food Co., has its offices in Long Beach. It is charged with the responsibility of conducting the nation-wide tuna promotion which ended with tuna week, Nov. 4-15. A comprehensive mailing to all levels of tuna sales went out well in advance of the week, offering to them display material in this variety:

Tuna lima loaf recipe stack card, with recipe pad; tuna and rice stack card; tuna club sandwich stack card; tuna and apple salad stack card; also an all-purpose banner, shelf talker and recipe pad and newspaper mats.

In this Tuna-from-California campaign, tie-in recommendations were made with the following foods: rice, butter or margarine, evaporated milk, flour, paprika, bread, bacon, tomatoes, celery, mayonnaise, lettuce, pickles, olives, large dry limas, cheese, tomato sauce, eggs, lemon juice, onions, milk, bread crumbs, pickle relish, apples, lemons, canned pineapple, french dressing.

As a matter of fact, the Tuna Research Foundation recommended a seven-point program to tuna sales outlets: (1) stocking up on Tuna from California and the 26 related items listed above; (2) planning for store-wide tuna and related food item promotions in all departments; (3) the tying-in of tuna with the 26 items featured in recipes; (4) informing store personnel on plans for tuna and related item promotions during National Tuna Week; (5) featuring of tuna and related items in individual advertising; (6) ordering of full-color display material for store managers, and (7) planning of varied related item displays in stores, nation-wide.

Foundation Serves Industry

The members of the Tuna Research Foundation include Van Camp Sea Food Co., Star-Kist Foods, Inc. (and its affiliate, High Seas Packing Co., San Diego); Westgate - California Packing Co.; California Marine Curing & Packing Co.; Pan Pacific Fisheries, Inc.; West Coast Packing Co.; Coast Fishing Co.; Franco-Italian Packing Co.

This is the second year for the sponsorship of National Tuna week by the Tuna Research Foundation, of which Albert Vignola Jr. is chairman, and Edward L. Morris, manager. Industry figures show that last year *both* wholesale and retail sales of tuna for the first two weeks of November, 1952, Tuna Week, reached an all-time high.

The tuna industry today now has a voice through organizations, in addi-

tion to the Foundation; the Tuna Council of the Americas, California Fish Canners Association, Pacific Fisheries Conference, Pacific Marine Fisheries Commission.

Recently the industry was honored by the American Can Co. with a celebration of the 100-millionth case of tuna since the 700 cases reportedly packed in 1903 in San Pedro.

Tuna Pack Running Close To Last Year's Output

As 1953 neared its close, it appeared the California tuna industry would just about equal 1952 production. Needed during the final two months of the year were 23,000 tons, producing around 1,200,000 cases.

For 10 months of 1953 figures were 151,600 tons and 6,800,000 cases, as compared to 156,00 tons and 7,000,000 cases for the same period in 1952.

As fishing conditions below the international border were none too good in November, and imports, particularly Albacore sharply tapering off, the final official count for all of California of slightly under 8,000,000 cases may not be reached. The total U. S. producion was 9,115;202 cases.

Reviewing the fishing picture, it is seen that the domestic tonnage is off, while total imports of the raw material are materially ahead. Purse seiner operation had reached 27,605 tons to November 1, as against under 25,000 tons last year.

The domestic Albacore fleet was down around 2,090 tons from 1952. Imports of frozen Longfin were 10,000 tons up.

The Bluefin tonnage was the best in years, 4,500 tons, of which the vastly-improved "local" run was of great benefit to the smaller seiners. Last year's total Bluefin yield was just over 2,000 tons.

While a few scattered catches were being made in early November, the Albacore run for California and Mexico was finished for the year. The opening price of $400 per ton, closed at $425, and there were reports some packers paid as high as $450.

The import situation showed that new records would be hung up for both frozen tuna and canned fish. To November 1, imports nationally were reported to have reached 45,000 tons, with Japan sending in the large majority. Raw imports from South America were considerably down. One operator in October was sending his raw tuna from Peru to the new tuna cannery at Puerto Rico.

Japanese Tuna Mothership Unloads in California

An event of unusual importance was the arrival at Terminal Island October 16 of the Japanese mothership *Bansha Maru No. 38*. Unloaded at a Fish Harbor cannery were 1,207,200 lbs. frozen Yellowtail; 591,000 lbs. of frozen Yellowfin fillets.

It was reported at San Diego last month that, because of vastly increased operating costs, the American Tunaboat Association's members would be asking an increase across the board, for raw fish. The present scale is: Yellowfin, $320 per ton; Bluefin, $310; Skipjack, $280. (Albacore prices are usually set at the start of the new season, in early summer; bonito and yellowtail prices by separate negotiation.)

Central Calif. Fish Plants Can Tuna, Anchovies

Nine Monterey area and San Francisco fish canning plants were fairly busy last month—not packing sardines, but tuna and anchovies.

In San Francisco, F. E. Booth Co., Inc., Washington Fish & Oyster Co. of Calif., J-D Packing Co., and Northern Packing Co. were busy. The first two were packing tuna, and the latter anchovies.

In Monterey Oxnard Canners, Inc., and Peninsula Packing Co. were packing tuna, and Hovden Food Products Co., California Packing Corp., were packing anchovies. At Moss Landing Santa Cruz Canning Co. was packing anchovies, also.

Some of the tuna being packed was local caught Albacore while the rest was imported. Anchovies packed were both local caught, and those trucked up from southern California.

Joint Albacore Research Cruise Planned

An Albacore longline cruise by four research fishing vessels is planned for early in 1954 into the waters between Southern and Mid-California and the Hawaiian Islands, by the Pacific Oceanic Fishery Investigations and the California Department of Fish and Game.

The four vessels involved are the *Hugh M. Smith*, The *J. R. Manning*, the *C. H. Gilbert* and the *N. B. Scofield*. Fifty baskets of 11-hook per basket longlining gear will be fished at each station.

All Albacore brought aboard in suitable condition shall be tagged and returned to the water. All Albacore not so tagged will be measured, weighed and sexed.

Heintzleman Names Two To Fisheries Board

Governor Frank Heintzleman of Alaska the middle of November named Kenneth Bell of Fairbanks and Henry Denny of Ketchikan as members of the Alaska Fisheries Board. The men were appointed on the day that the board convened for its usual fall meeting.

Here Tuna Canning Began—

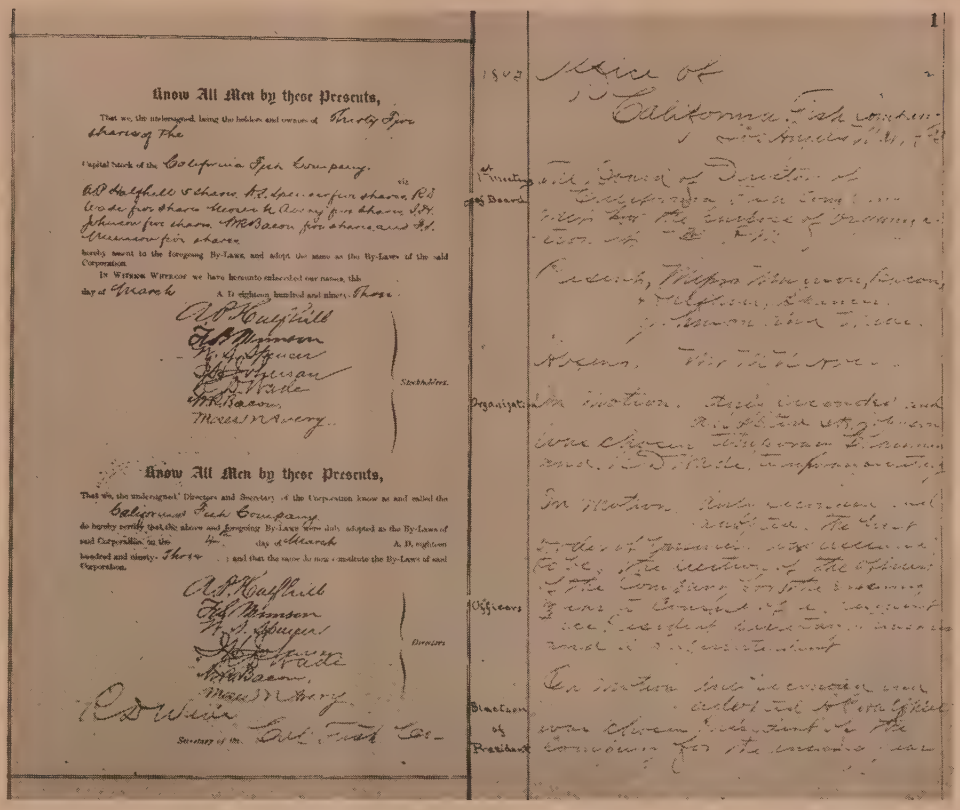
TUNA CANNING began with the California Fish Co. in 1903; and the California Fish Co. had its beginnings with the documents reproduced here in facsimile—its Articles of Incorporation and the Minutes of its first directors' meeting, March 1, 1893.

These documents were presented in October to the Library of the School of Fisheries, University of Washington, by W. Wade, Ambrose of San Diego, grandson of R. D. Wade, one of the founders and first secretary of the pioneer company.

Early this year Mr. Ambrose read in *Pacific Fisherman* how Miller Freeman, publisher of this journal, had given the school of Fisheries library the only known complete file of the publication on the 50th anniversary of its founding.

Feeling that the minutes of the California Fish Co., believed to be the first corporation to engage in fish canning in California; and certainly the first to pack tuna, should be preserved carefully as an historical document, Mr. Ambrose offered the minutes book to Dr. Richard Van Cleve, Director of the Washington School of Fisheries, for the school's library—where the Freeman Collection of *Pacific Fisherman* is now housed.

The California Fish Co. minutes cover a period of 18 years, from the company's organization in 1893 until 1911 when the corporation, having gotten into financial difficulties, was reorganized as the Southern California Fish Co., which is still an active factor in the industry.



Know All Men by these Presents,

That we, the undersigned, being the holders and owners of Thirty Five shares of the Capital Stock of the California Fish Company viz

R.D. Hatfield 5 shares, A.L. Spencer four shares, R.D. Wade five shares, H. Avery five shares, J.H. Mason five shares, M.H. Bacon five shares and H.L. Swanson five shares

hereby assent to the foregoing By-Laws and adopt the same as the By-Laws of the said Corporation.

In Witness Whereof we have hereunto subscribed our names, this 4th day of March A.D. eighteen hundred and ninety-Three.

A.D. Hatfield
R.D. Mason
A.L. Spencer
J.H. Mason
R.D. Wade
M.H. Bacon
Maud M. Avery

Stockholders.

Know All Men by these Presents,

That we, the undersigned Directors and Secretary of the Corporation known as and called the California Fish Company do hereby certify that the above and foregoing By-Laws were duly adopted as the By-Laws of said Corporation on the 4th day of March A.D. eighteen hundred and ninety-Three; and that the same do now constitute the By-Laws of said Corporation.

A.D. Hatfield
R.D. Mason
A.L. Spencer
J.H. Mason
R.D. Wade
M.H. Bacon
Maud M. Avery

Directors

R.D. Wade
Secretary of the California Fish Co.

1893

Minutes of a meeting of the Board of Directors of the California Fish Company held at the residence of President R.D. Wade, No. [illegible] Fifth Street, San Francisco, California, on Wednesday, March 1st, 1893.

Present, Messrs. Hatfield, Spencer, Mason, Wade, Bacon, Swanson and Avery.

Absent, None.

On motion, duly seconded and carried, the reading of the minutes of the last meeting was dispensed with.

On motion, duly seconded and carried, the Secretary was instructed to cast the ballot of the Board for the election of the following officers of the Company for the ensuing year, to-wit: President, R.D. Wade; Vice President, A.L. Spencer; Secretary and Treasurer, R.D. Wade; Superintendent, J.H. Mason.

On motion duly seconded and carried, the President was instructed to execute a contract with the Alaska Packers Association for the canning of salmon during the season of 1893.

Organization

Officers

Election of President

Dr. Van Cleve accepted the minutes book gladly, recognizing in it a record of the beginnings of a great industry which would be of continued and increasing value as a basic historical document of the Pacific fisheries.

"We are indeed grateful to Mr. Ambrose for this valuable addition to the School of Fisheries Library; and also because he recognized the institution as the most appropriate agency to which to entrust this historic minutes book. The library of the Fisheries Center at the University of Washington is thoroughly modern, entirely fireproof, and provided with constant supervision. It is an ideal and appropriate place for gifts such as those made by Mr. Freeman and Mr. Ambrose. Such valuable books can be cared for here by trained and professional personnel; and at the same time are readily available to the public and students for serious research.

"It is our hope that other gifts of historically valuable material on the fisheries will be received; and that we can make the library a repository for the historical records of the industry as well as for the data of its biology, technology, statistics and development."

---

an Camp Wins Approval f Samoan Cannery Lease

With approval given to Van Camp a Food Company, Terminal Island, the U. S. Interior Department, of a e-year lease of the government-ned fish cannery in American Sa-oa, the company had released no ans as to what it intends to do with e plant. It was known that at least e top technical official was there in rly November.

Van Camp was the only bidder in sponse to a public invitation to bid the cannery, issued July 7. First year of the lease will be a trial period to determine whether the operation will be feasible and profitable, Interior Secretary Douglas McKay said.

McKay declared the company intends to train Samoans in fishing skills and to develop a fishery to support the cannery. It is felt this will contribute materially to improvement of the island's economy.

Mackerel Production Only Half That of 1952

Southern California's mackerel industry was less than half the production for 10 months in 1952. By November 1 last year the catch had totaled 64,000 tons and from it 1,174,448 cases had been packed. For the same period this year, only 27,000 tons had been caught and 535,000 cases packed.

Due to the shortage and an ever-increasing demand, largely because of the sardine failure, some leading packers had withdrawn from the market. What quotations there were saw both Pacific (practically non-existent) and Jack quoted at the same price, $8.50, talls, 48s.

COURAGE IN CONTROL

Longer Seasons, Less Intensity, Prescribed For Alaska Fishery

DISPLAYING courage of a rare kind in salmon conservation, John L. Farley, still new in his office of director of the U. S. Fish and Wildlife Service, in November quietly called upon the salmon fishermen and operators of three Alaska districts for severe sacrifices to restore an impaired resource.

The rigorous curtailment in the cause of conservation called for:

1. Complete closure of fishing on Prince William Sound for two years;

2. Fifty percent reduction in fishing *effort* on Cook Inlet;

3. Fifty percent reduction in fishing *effort* throughout Southeast Alaska.

Outlining what he called the "ground rules" of the program, Mr. Farley called upon all elements of the industry concerned to work with the Alaska staff of the Fish and Wildlife Service in developing the details of the program and applying it in such a way as to make it most readily effective, and at the same time as humane and free from caprice as possible.

The dramatic announcement of the drastic treatment came Nov. 10, following a number of days in which Mr. Farley had listened patiently while his Alaska staff went over in detail the regulations it had previously announced as contemplated for next year.

Industry Challenge Met

These hearings, Mr. Farley said, made six points of challenge plain:

1. The industry was agreed that the resource must be preserved;

2. It was unanimous that longer fishing seasons were *essential* to continued operations;

3. Consensus was voiced that the resource and the industry both suffer from an excess of fishing effort;

4. Industry offered in some cases to contribute toward reduction of fishing effort by voluntary curtailment;

5. Opinion was general that the Fish and Wildlife Service had failed to use fully its present authority for effective conservation;

6. There was some feeling that if the Service had not used its present powers fully it should not be granted further authority to regulate intensity of fishing effort.

The Alaska staff program, which had been marked with a definitely defeatist, we-don't-know-what-to-do attitude with respect to Prince William Sound and Southeast Alaska, was declared by the director to be "unacceptable"; and so he was offering the rigorous program in an "effort to produce essential escapement under conditions which will preserve an economic industrial operation of limited character in those districts where depletion appears most serious."

The director's proposal for 50% reduction of fishing effort in Cook Inlet and Southeast Alaska was modified by agreement for increase in the period of the fishing season. Tentative seasons offered were very close to those requested by various elements of the industry during the hearings.

Reduction in EFFORT Not in UNITS

The Farley program calls for a two-year suspension by regulation of half of all the fixed gear in the Cook Inlet and Southeast Alaska districts. In the case of setnets, most of this reduction will be achieved by doubling—to 1,200' —the distance between all units of gear. Trap sites will be closed for a period of two years. Mr. Farley made it plain that he was calling for a 50% reduction of fishing *effort*, as distinct from a reduction in *units* of gear, and that proposals to eliminate ineffective gear only would not be acceptable.

To Close Big Areas

The director acknowledged that the Service does not have the authority to control the number of units of mobile gear in operation; but said that he proposed to bring about 50% reduction in fishing effort by mobile gear—gillnets as well as seines—by greatly increased areas of closure.

In Cook Inlet it is tentatively planned to close to drift fishing all waters north of 60° 10', which is about the north end of Chisik Island.

In the case of Southeast Alaska seining the areas of closure had not been worked-out so fully at press-time by the Alaska staff, but it was planned to enlarge substantially the closed areas about the mouths of streams, with a *minimum* radius of one mile; and to close to all manner of fishing some very large bays, inlets and canals.

Season in Cook Inlet would run about as at present in respect to terminal dates, but fishing time would be increased from 2 days to 4½ days per week. (Thus the industry would exchange 50% of its fishing effort for a substantial gain in fishing time). The surrent system of a catch quota based on a progressive graph of the cumulative catches of previous seasons would also remain in force.

The tentative seasons for Southeast Alaska would coincide closely with those requested by the industry, with a 60-hour weekly closure.

It should be made plain that in the case of Prince William Sound it is probable that a closely limited fishery for Reds in Eshamy will be permitted, with the operation limited to gillnets fished *within the actual bay.*

In Southeast Alaska areas where Reds predominate, as in Lynn Canal: or Kings in Taku Inlet, there will be no special reduction. The curtailment program in Southeast Alaska is limited to Pinks.

The Prince William Sound closure had been decided upon, Mr. Farley said, because his staff felt that there

as only one chance in four that the tire Pink runs of the next two years ould exceed the number of fish re- ired for adequate stocking.

He said that the situation clearly lled for stringent measures and real crifice; and that he considered the laska salmon problem the most im- rtant with which the Service has to al. "We can't just 'peck' at it; we ust tackle it." He said the Service ould cooperate with the industry to the fullest in making the program as humane as possible, but "we will not shirk our responsibility."

He pledged that the program would be carried out with flexibility and the possibility of exertions, or closures, in the event that the runs should prove exceptionally good— or poor. A further pledge was that there would be no relaxation of enforcement, and that effort would be made to find the finances for increasing *preventive* enforcement.

The "Farley Program" did not extend to Bristol Bay, although Mr. Farley and the Alaska staff conferred with the Bristol Bay operators on details of the voluntary program contemplated by the operators in that area. They have a program for lessened fishing intensity on a voluntary basis and are seeking an understanding of the degree of curtailment which the Service will consider acceptable for a 4½-day fishing week.

Salmon Business First At Canners' 40th Meet

Vance F. Sutter, president of the idalgo Island Packing Co., was ected to a fourth term as president the Association of Pacific Fisheries the salmon canners' annual meeting Seattle in November.

The 1953 election came in the course a one-day business meeting which eplaced the usual golf tournament nd convention because of the number pressing problems confronting the idustry.

It was the 40th meeting of the as- ociation, and stands out among its redecessors because of the very sub- antial number of operators in faith- il attendance at the meeting, as well s in the interest of the papers pre- ented.

All other officers of the association ere re-elected as follows: C. F. John- on, A. W. Brindle, T. F. Sandoz, nd Aubin R. Barthold, vice presi- ents; Dr. E. D. Clark, secretary;

Trustees—Guy V. Graham, H. B. riele, V. F. Sutter, Nick Bez, T. F. andoz, C. J. Sebastian, Harald Syn- estvedt, August Buschmann, Daniel ampbell, Lawrence Calvert, A. W. rindle, E. E. Murray, A. R. Barthold, . P. Halferty, L. T. Kreielsheimer, . E. Willkie, A. W. Wittig and Frank Vright.

The program of the meeting in- luded papers by:

Walter Yonker of the National Can- ers Association Northwest Branch ispection laboratory, reporting on the 953 pack;

W. C. Arnold, manager of the Alas- a Salmon Industry, Inc., with an an- lysis of some of the industry's eco- omic problems;

T. F. Sandoz, president of the Co- umbia River Packers Association, peaking on the situation on Bristol Bay and the Japanese high seas sal- non fishing;

A. W. Brindle, president, Wards Cove Packing Co., discussing the Pink almon situation with particular refer- nce to Southeast Alaska;

L. A. Petersen, sales manager of the New England Fish Co., and chairman of Canned Salmon, Inc., conducting the promotion and market development campaign, taking modern merchandise as his theme.

VANCE SUTTER

re-elected to a fourth term as president of the Association of Pacific Fisheries.

E. L. Blaine Jr. of the Peoples National Bank, Seattle, talking on the 1954 salmon canning credit and financing outlook;

D. E. Skinner, president of the Alaska Steamship Co., recounting ways in which the salmon industry can cooperate in easy transportation problems;

Dr. William F. Thompson, director of the Fisheries Research Institute, presenting a scientist's view of Alaska fishery regulation;

Edward W. Allen, attorney, explaining some aspects of the International North Pacific Fishery Treaty.

Several of the above papers will be published in full in future issues of this journal.

Although the meeting was devoted to business and social events were held at a minimum, Pacific Marine Supply Co. and associate companies, including The Linen Thread Co., E. H. Edwards Co. and Plymouth Cordage Co., were hosts at luncheon; while the American Can Co. and Continental Can Co. were joint hosts at a cocktail party and buffet supper in the evening.

Door prizes were presented to 10 fortunate winners in lieu of golf prizes, with winners as follows:

Harry Lowe, P. E. Harris Co., Fibreboard Products' clock radio;

John N. Plancich, Fishermen's Packing Corporation, Seattle Marine and Fishing Supply Co.'s electric blanket;

D. L. Fickel, Pacific American Fisheries — Plymouth Cordage Co.'s barometer;

C. J. Sebastian, Sebastian-Stuart Fish Co. — National Bank of Commerce's wrist watch;

A. L. Lammert, Libby, McNeill & Libby—E. H. Edwards' Co.'s barometer;

A. W. Wolf—Pacific Marine Supply Co.'s binoculars;

A. H. Soneke, General Fish Co.— Standard Oil Co.'s electric blanket;

Ralph S. Olphin, Alaska Packers Association—The Linen Thread Co.'s travelling bag;

Ralph Hendrickson, Columbia River Packers Association—Tubbs Cordage Co.'s two-piece matched luggage set;

Rolf Ostrem, Union Fishermen's Cooperative Packing Co. — Seattle First National Bank's clock.

While the association meeting was designed as a one-day business session, with the sport and social activities of the usual convention eliminated, a number of long-time friends of the industry came from considerable distances to attend. Among them were Bartlett B. Bradley, vice president and general sales manager of Plymouth Cordage Co. and A. L. Bergman, the company's new Pacific Coast manager; and Frank W. Flewelling, manager of netting sales for The Linen Thread Co., making his first visit to the Pacific Coast in that capacity. He was met in Seattle for the meeting by John E. Richardson, Pacific Coast manager of the company.

MORE POWER To 'EM

Authority To Control Intensity Sought as Essential In Alaska

FORTHRIGHT proposal and pledge of support for congressional legislation granting authority to control intensity in the Alaska salmon fisheries featured the operators' program laid before John L. Farley, director of the U. S. Fish and Wildlife Service, and his Alaska staff at November hearings in Seattle on the staff's proposed regulations for 1954.

Recognizing that congressional action cannot be secured in a matter of months, and that it is imperative progress toward rehabilitation be begun in the 1954 season, the operators and fishermen's union representatives submitted several proposals.

While most of these were (a) in direct response to present regulations or the staff's proposals for changes, or (b) concerned essentially with local conditions, there were several of general character which might be considered as the industry's program for over-all "new approach" to the problem in advance of 1954 season. These points, all of which were believed to be possible within the Service's present authority, included:

1. Preventive enforcement, relying upon the use of stream guards and closed area watchment to *prevent* poaching and the killing of salmon in closed areas; rather than *punitive enforcement* designed to *punish* infractions after the fish have been caught in closed season or closed waters. In short, substitution of on-the-spot guards in place of air patrol.

2. Enlarged Closed Areas, replacing the relatively limited closures currently relied upon at present.

3. Area licensing, by which fishermen would be required to secure a seasonal fishing license and in doing so to elect the particular area for which it would be valid. Objective of this of course would be to prevent excessive concentrations of gear in certain areas by shifting of fishing effort from one area to another during periods of closure.

4. Voluntary curtailment of fishing effort by those who own and operate the gear pending congressional authority for the Service to regulate intensity.

Operators Offer Support For "Intensity" Legislation

Offer of a renewed effort to secure from Congress authority for the Fish and Wildlife Service to move vigorously for rehabilitation of the Alaska fisheries through control of the *intensity* of fishing was laid before Director John L. Farley and his Alaska staff in a statement by W. C. Arnold, manager of the Alaska Salmon Industry.

He said that until World War II the White Act, "when honestly administered," had served well enough for the conservation of the Alaska salmon resource; but that since the war economic incentives and pressures, coupled with technological advances, had produced an intensity of fishing effort with which the Service power and policies in recent years had been unable to cope. He offered his proposal in these words:

"The system presently in vogue seems admirably calculated to destroy both the fish and the fishermen. The basic requirement lies in an amendment to the White Act . . . This is a matter for Congress. The Fish and Wildlife Service, the operators, the fishermen, the shore workers, and the public should bend their efforts toward obtaining early legislation . . . which would permit the Fish and Wildlife Service, *under proper safeguard and with due respect to the rights of those now engaged, to limit, license, and control fishing gear and its intensity to the end that the annual runs may be conserved and rehabilitated, while at the same time permitting an economic commercial fishing operation.*"

Mr. Arnold recognized that legislation cannot be secured immediately, and that there is an urgent present problem: "Too much time has been lost now . . . We need a fresh and vigorous approach, *a program fitted to the needs of the fish* and not to the vagaries of political pressure groups.

"Much can be accomplished by the Fish and Wildlife Service under authority now conferred. This also needs a new and vigorous non-political approach — something which has been lacking in the past."

More Results While More Power Is Sought

"We must apply our present power in such a way as to merit more power," said Mr. Farley in responding to one discussion of this program.

"We have the *responsibility* for the Alaska salmon resource *now*. We must exercise that responsibility to the full limit of our present authority effectively to safeguard the resource while power to control intensity is being sought."

The since-the-war increase in intensity of fishery was documented by Seton Thompson, chief of the Alaska Branch of the Service, who showed that from 6,000 fishermen engaged in Alaska in 1945 the number had risen to 12,000 in 1953—and that the gear they are employing at present is definitely more efficient.

Ban on New Gear Gets Unanimous Approval

Broadening a policy under which it has sought to prevent introduction of new forms of gear into specific areas, the Service this year proposes a general regulation applicable throughout Alaska which would define gear which would be permitted, and exclude forms of fishing gear or

equipment not conforming to such definition.

This proposal — whose immediate purpose rather obviously was to prevent the introduction of "drum" seining into Alaska—received general support from all elements of the industry and districts.

There were two other points upon which there was unanimous agreement: (a) that the predator problem should be studied intensively, and that control should be exercised energetically in the obvious cases of destructive predation; (b) that the 1954 regulations should be issued early.

Short Seasons Imperil Alaska Cannery Employment

Speaking in support of the operator's stand against an ultra-short season in Southeast Alaska, Mr. Brindle made a telling point:

"If you have these uneconomically short seasons in Southeast Alaska we will be unable to operate our canneries. There will be *fishing,* but the catch will go into freezerships and be hauled to Puget Sound for canning. We won't be able to mount a canning operation in competition with the freezership, and the residents of the Territory will lose their cannery employment."

Operator's positions were presented by Don Davis for the northern group; A. W. Brindle for the southern area; James Stewart for the Metlakatla Indian enterprise; and H. C. Scudder of the Alaska Native Service for the other Native operations.

Mr. Scudder's support for control of mobile gear was particularly notable and significant in view of the general interest of the Indian fishermen in purse seining. He said: "We have reached the point where mobile gear *must* be controlled—at least as to its movements. The Alaska Native Service, and the Natives, will support efforts to get authority to regulate gear concentrations. I think we can get Congress to pass legislation permitting the F.A.W.S. to control gear concentrations and fishing intensity."

Would Prohibit Seiners at Bristol Bay Threshold

Forecasting a poor run on Bristol Bay, with an "allowable pack" of Reds of about 320,000 cases, the Service proposes for 1954 to:

(1) Retain the 84-hour weekly closure;

(2) Close the Nushagak area, or limit operations to two days a week for resident gear, as in 1953;

(3) Prohibit the use of purse seines along the Peninsula coast northeast from Cape Seniavin.

This latter proposal, which actually was a part of the Peninsula District regulatory proposals, provided one of the hot controversies of the hearings. It was the contention of the majority of the operators, and apparently of the Service, that seining had been extended northeasterly along the peninsula coast in 1953 virtually to the Ugashik under an interpretation of the regulations possible as result of changes in years past. This provided a loophole through which the seine fleet had moved virtually to the entrance of Bristol Bay, recapturing fishing grounds closed long ago to that form of gear. Save for operators directly concerned and purse seine union spokesmen, the Service's proposal to exclude seining from this stretch of coast had general support of the Bristol Bay operators, the resident and non-resident fishermen's unions and the Alaska Native Service.

Voluntary Gear Control Sought for Bristol Bay

Bristol Bay operators voiced no opinion on the closure of the Nushagak, declaring that they stood on the ground taken last year, when they favored full closure.

They declared: "The industry cannot economically continue its operations with an 84-hour weekly closure"; and asked to fish 4½ days a week, conceding: "We fully recognize that if the fishing period is extended there will have to be a corresponding reduction in fishing intensity over the longer period . . . The limitation will have to be imposed by the people who own and operate the gear." The packers' proposal called for consultation with the Service to determine the amount of gear which could be permitted under the longer fishing schedule; and asked Service cooperation in applying closures in the event that the amount of gear employed exceeds the permissive figure.

The operators also said they would subsequently present ideas for a program of restricting the movement of gear from one area to another by means of licenses under which the fisherman would elect the area of applicability. (This is a form of control-of-intensity which is believed to lie within the present authority of the Service.)

As usual, the Predators caught it hot and heavy during the Bristol Bay hearing, and there were expressions which indicated the feeling that the Wildlife side of the Service had a too-tolerant attitude in such matters.

Just Can't Finance 3-Day Fishing Week

With a good 1953 season behind them, Kodiak Island operators were keen to keep the gains made in this area, and felt that stepped-up enforcement had played an important part. They predicted, "barring unforeseen conditions," that the "1954 Pink runs to the Kodiak district will be the best in recent years."

Unanimous opposition was voiced by the packers to the Service proposal for an extended season with 3-day fishing periods per week, which was rejected with the statement: "In an area where the bulk of the Pink run comes within a two-week period, it is physically impossible to put-up sufficient pack to come-out financially when fishing only three days per week. Should you force such a season on us . . . it will be impossible to obtain financing."

Cook Inlet King Crabbing Produces Eruption Threat

As is usual in Cook Inlet fisheries, the King crab operations which have developed recently on Kachemak and Kamishak Bays are generating a head of steam like that which blew the top off Katmai back in 1912.

This fishery yielded 1 million pounds of King crabs this year, about 83% being taken by means of pots and the balance by otter trawls. The potters want Kachemak Bay and its west-side equivalent Kamishak to be reserved for them.

The Fish and Wildlife Service is constrained to go along with this idea, and proposes in 1954 to prohibit King crab trawling in these waters; and also to prohibit the use of King crab tangle nets anywhere in Alaska *after* the 1954 season.

Ouster of trawls from Kachemak and Kamishak Bays brought bitter objection from Lowell Wakefield, president of Wakefield's Deep Sea Trawlers, Inc., which operated two vessels there during a part of the 1953 season. He contended that the ouster was wholly unwarranted, and nothing but a "gear fight." He declared: "The principal undeveloped fishery resources of Alaska are those which only trawling can develop, and it is unsound to outlaw a legitimate form of gear upon whose prospecting and operations much of the future economy of the Territory must be built."

Capt. C. E. "Squeaky" Anderson brought down the house when he declared: "I represent the female crabs"; but he went on to propose an annual catch quota of 1.5 million pounds for the Kachemak-Kamishak area as the soundest method of conserving a newly-found resource. He declared against trawling in *any* bays and stood for a larger minimum size limit.

"Escape Clause" Hearing On Fillet Tariff Yields Scant Producer Optimism

Prospects for further tariff or quota protection of the domestic fillet industry as result of the "escape clause" hearing before the Tariff Commission were rated "poor" by objective observers who attended the hearings and studied carefully presentations pro and con.

This rating was reached on the basis of three conditions which appeared at the hearing. These were:

1. Division within the fish industry. Sharp disagreement was evident within the American industry as to the effect of fillet imports on domestic production; and the ability of the domestic producers to supply the American market. This cleavage of course divided producers and distributors of fish.

2. Lack of unanimity among producers. The argument for further protection of American fillets was advanced primarily by Massachusetts fishermen, and some operators, with the support of the Columbia River and Puget Sound trawlers and the Pacific Coast Fish Producers Institute. There was no voice from the Maine industry, which is second only to Massachusetts in fillet production; and none of the largest fillet operators in New England appeared to be supporting the petition.

3. Case largely a repetition. Opinion seemed general that the proponents of protection did not present a particularly strong case, and did not marshall a significant body of new or additional facts beyond those offered to the Tariff Commission at a similar hearing two years before. "Not enough was said to swing anyone," remarked one man who sat through the entire hearing.

Decision by the Tariff Commission may be rendered any time within the next nine months. If a majority of the commissioners decide against the petition, this will be reported at once. On the other hand, if the petition is favored it is expected that report will be made to the President early in May, with final decision within two more months.

Offer Quota Formula

The real difference in the pro-protection case, as contrasted with that of the 1951 hearing, was the introduction of a "regulated quota" formula by the Massachusetts Fisheries Association. This plan had the tacit support of other New England advocates.

It was evolved originally by the Import Committee of the National Fisheries Institute and later approved by the Institute's executive committee and its board of directors. (Two members of the eight on the Import Committee were reported as subsequently having withdrawn their support of the program.)

The plan, in short, would fix an import quota on fillets based on the historic record, adjusted to provide for an ascending total of demand for a five-year period. Under it, all imports would be dutiable at 2½c per lb.

Division of the quota (which would be a fixed total for each year) among the supplying countries would be 80% on historical imports during 1949, 1950 and 1951; and 20% by allocation of the U. S. agency administering the program.

The "regulated quota" formula was offered both by the Massachusetts Association and Charles E. Jackson, manager of the National Fisheries Association, who said that the day before the N.F.I. directors had affirmed that the plan was the current policy of the Institute. He had been instructed to say also that there were a number of N.F.I. members not in sympathy with the proposal.

The American Seafood Distributors Association, opposing the "escape clause" petition generally, showed that 60 of its members were also members of the N.F.I., and that the A.S.D.A. as a whole does "not favor any quota which placed restrictions on fishery products moving in international trade."

C. M. Reinke of Los Angeles was the only Pacific Coaster who spoke in opposition to the petition.

A telling point was made against the Massachusetts case by Commissioner Walter R. Schreiber, who asked Thomas D. Rice, who submitted the principal pro-protection argument, why "only a handful" of the Massachusetts processors had seen fit to reply to a questionnaire which the commission had submitted to them some weeks previously. Mr. Rice blamed "trouble and expense," but Mr. Schreiber obviously thought that was a poor excuse when the petitioners had been "invited to contribute information to the one body that could help them."

Pacific Producers' Case Is Straight-Forward One

Five spokesmen for Pacific fish producers—no Pacific processors or distributors were represented on the "pro" side—presented a straight-forward case, but it was evident that the Tariff Commission felt that the problem primarily was a New England affair.

From the Columbia River trawl fleet's viewpoint, testimony was given by Capt. Arthur Paquet of the Off-Shore Fishing Vessel Owners Association, Astoria; Lloyd R. Fletcher of the Astoria Otter Trawlers Association; and Orval Eaton, Oregon legislator from Astoria.

The Pacific delegation was well-united, the Columbia River trio's views coinciding closely with those expressed by Harold E. Lokken, representing the Pacific Coast Fish Producers Institue, and Andrew Bud Bernard of the Fishermen's Marketing Association, Seattle.

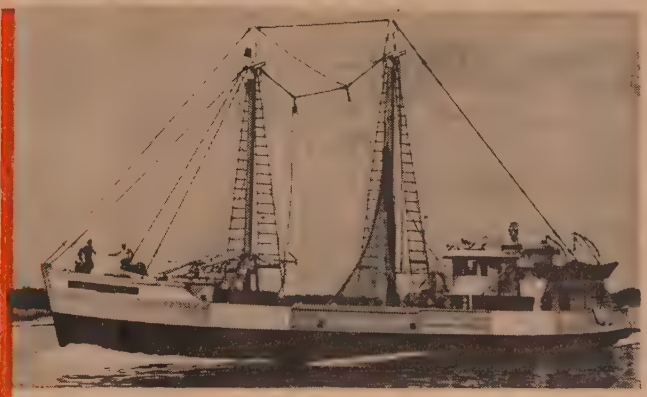
Mr. Lokken's presentation sums-up in these sentences:

"It is the firm belief of the Pacific Coast Fish Producers Institute that the domestic fishing industry has been seriously injured by the steadily increasing imports of groundfish fillets. It is our recommendation that the concessions granted groundfish fillets under the General Agreements on Tariffs and Trade be withdrawn and that future imports should be placed under a quota based upon a fair percentage of the American market. In this way the American industry could make plans for future operations which would provide much-needed stability. Foreign fishermen, too, would know how much they could produce for the American market and would thereby have the stability which they also need. We conscientiously believe the present tariff policy on groundfish fillets will lead to permanent chaos ofr both foreign and American fishermen. We urge that corrective steps be taken without delay."

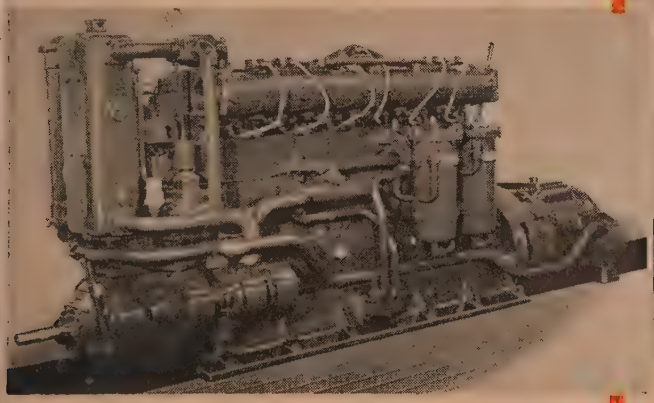
Mr. Bernard declared bluntly: "We demand a definite quota system based on a 10-year average. . . . The protection of our industry by a quota system would not necessarily jeopardize our friendship with other nations. . . . If we cannot secure adequate tariffs, or a reasonable quota system, then we must seek a subsidy program similar to that enjoyed by the American farmer."

For Years of Rugged Sea Duty

The ATLAS Model 35 DIESEL



"Our Lady of Fatima," a 103′ dragger that has been making record hauls, is powered by a dependable 400 h.p. ATLAS Diesel.



Australia's first purse seiner, the "Tacoma," gets her power from a 240 h.p. ATLAS Diesel which also handles her 300-fathom-long tuna net.

Compact, thrifty, with the stamina that stems from unstinted quality in construction, the ATLAS 35 is your answer for years of dependable fishing power. Easy access to working parts and decreased weight per horsepower are other things you'll like about this "fisherman's" engine.

The pictures show examples of ATLAS-powered "standouts at sea."

For information on how dependable and economical Atlas and Superior Diesels can help to establish record hauls for your fishing craft, ask your nearest Superior-Atlas representative, listed below, or write Springfield.

In 17 years of fishing, the owners of the "Eileen" have spent only $162 for parts and labor for repairs to her ATLAS Diesel.

Superior ENGINES ATLAS DIESEL ENGINES

DIESEL • DUAL FUEL • GAS

Distributor of Lister Diesels in the U.S.A.

ENGINE DIVISION

THE NATIONAL SUPPLY COMPANY

PLANT AND GENERAL OFFICES:

SPRINGFIELD, OHIO

SALES AND SERVICE POINTS:

Gloucester, Massachusetts
Birmingham, Alabama
Houston • Fort Worth, Texas
San Diego • Oakland
Terminal Island, California
Ketchikan, Alaska
Washington, D.C. • Chicago
Portland • Astoria, Oregon
Casper, Wyoming
Halifax, Nova Scotia
Vancouver, B.C. • Toronto, Ontario
Park Rapids, Minnesota
New York • Seattle • New Orleans
Pittsburgh, Pennsylvania

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

As a Scientist Sees:

Overfishing Vs. Natural Causes

By
W. F. THOMPSON
Director, Fisheries Research Institute, University of Washington

ESCAPEMENT must be provided. That is so apparent that I would like to start *from* that point, and to pick up the story from there. I will try to go beyond the details of reducing the *intensity* of the fishery, for others are discussing that aspect.

Having spent much time in the meetings concerned with the regulations proposed for Alaska in 1954, because I wished to understand the relationship of our research to them, I find myself dazed almost as much by the regulatory system as by the salmon problems with which it seeks to cope.

Speaking as a biologist, and not as a candidate for a popularity queen, I must say that I think this regulatory system is so full of uncertainties, and so cumbersome, as perhaps to do more harm than good. I have pushed our research along, regardless of everything, including publication of details, so that our program could reach a stage which had meaning to regulation.

The *significance* of biological work often grows slowly even in the mind of the biologist himself; and one of his greatest difficulties lies in developing in others an understanding of the meaning and significance of his scientific data.

This is true both of our work on pinks in Southeast Alaska and on reds in Bristol Bay.

Some years ago I showed you graphs illustrating the low correlation between the pink salmon *escapement* in Southeast Alaska for one year and the return *catch* of the cycle two years later. Because this indicated the dominance of natural causes of changes in abundance, we turned our program toward a study of these natural causes.

Last week, the Fish and Wildlife Service showed practically the same thing in similar graphs, supplemented by remarks of the same tenor.

Further evidence supporting the importance of natural causes came from our observation of the abundance of young in 1950, 1951, and 1952, which indicated no particular lack of young fish reaching the sea, but was followed by the castastrophic failure of 1953.

There is other evidence I cannot recapitulate here.

For the Red salmon in the Wood River we have set up a system of observation to cover 11 stages of life, to pinpoint the time and place when changes occur, and thus to determine the causes of these changes. Our observations indicate that fluctuations are arising in the lake as well as in the fishery. Some of these are repaired by the natural resilience of the salmon before the return of the cycle as adults, and others are not. The same is true of changes due to the fishery as of those due to nature, but of course there are five years during which natural changes can occur, and *only 21 days* of the fishery. There is good prospect that we shall find the great majority of the changes in abundance are due to natural causes during these five years, less three weeks, than in the 21 days of the fishery.

Of course, the continuation of the long-continued trend needs careful study and interpretation, but this may be due not only to increasing intensity of the fishery, but to long-term natural causes; as, for example, that which causes the well-recognized recession of our glaciers in North America.

As a biologist, I think the chances are good that research may show natural factors to be responsible for nine-tenths of the great variability in salmon abundance that is making your business so precarious.

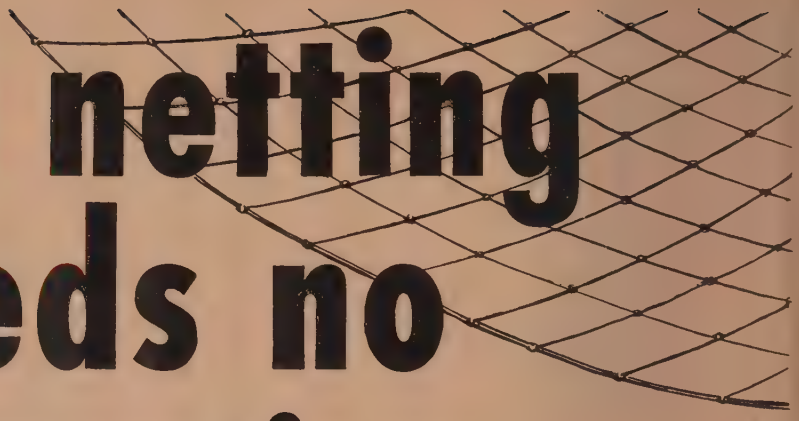
We should not forget that these species show an astonishing ability to repair damage, and until we know whether damage will be repaired or not by nature, we cannot know what must be done. If repaired thus, no action is needed. This ability to restore or maintain the abundance at normal level defines the *capacity* of a stream. If this capacity is being reduced by natural causes, hence reducing the runs, it may be unreasonable to attempt to stock these streams with spawners beyond the streams' reduced capacity. In other words, there *may* be many cases of decline in abundance which would not require reduction in, or control of, the fishery. That is a point to be proved or disproved by research.

Speaking again as a biologist, I regard it as very probable that natural changes should be met differently than man-caused depletion. They might even require the greatest possible flexibility of the fishery in order to meet such shifts in the timing of the run, or change in importance of early and late sectors of the run, as we have experienced in Southeast Alaska pinks.

The attempt to push the fishing seasons back into what is regarded as "normal timing" may have cost the industry many millions of dollars, whereas all that was needed may have been greater flexibility of the fishery to adapt to a change in timing which was due to natural causes, and thus inevitable. Of course the fishery *may* have caused the shift in timing, but

EDITOR'S NOTE—This article was presented as a discourse before the 1953 meeting of the Association of Pacific Fisheries by Dr. William F. Thompson, director of the Fisheries Research Institute; former director, School of Fisheries, University of Washington; former director, International Pacific Halibut Fisheries Commission; former director, International Pacific Salmon Fisheries Commission. He is recognied as perhaps the foremost fisheries biologist in the world, with an unique record of solid accomplishment in this field of science as projected into achieved conservation. As presented, the paper bore no title.

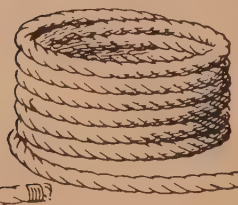
Nylon netting needs no preservative



RESULT—nets weigh less, save you money, time and labor for upkeep

Nylon is a man-made fiber. Marine organisms, fungus, mildew, oil or gasoline have little effect on nylon. This means you save the cost of preservatives and the labor of applying them . . . nets can be left in the water indefinitely—brought out only for cleaning.

This is only one of the ways fishermen are proving nylon's economy all over the country. Netting made of Du Pont nylon helps cut your costs for these reasons, too—



1. LASTS LONGER! Because nylon keeps its great strength, resists rot and wear, nets of nylon last longer—reduce your mending and replacement costs.

2. NEEDS NO DRYING! Nets of nylon can be used haul after haul, day after day without drying. This reduces the number of nets formerly needed to maintain continuous profitable fishing. Nylon nets can be stored wet, too.

3. ABSORBS LITTLE WATER! Nets of Du Pont nylon gain less than half the weight other nets do when wet. This makes them easier to handle, cuts your marine power costs.

4. WEIGHS LESS! Where less weight is important, nylon's great strength allows use of smaller twines, making nets lighter, easier to handle. Pound for pound, too, you get a greater length of netting with nylon.

Only nylon netting gives you *all* these important advantages and cost-saving features. When buying netting, compare the ways *nylon* can improve *your* fishing operation, cut your costs, and increase your profits. Contact your net supplier for information on the latest in nylon.

GREATER STRENGTH
. . . LESS WEIGHT
. . . LONGER-LASTING

NYLON ROPE

Nylon rope gives you extra strength, high shock absorbency, flexibility and durability . . . *plus* lighter weight for easier handling. Nylon resists abrasion and rot, needs no drying or preservatives . . . gives far longer service. Whenever you buy rope or cordage, get the extra values of Du Pont nylon.

Profit-wise fishermen use NYLON to cut operating costs

DU PONT
REG. U. S. PAT. OFF.

E. I. DU PONT DE NEMOURS & COMPANY, INC.
TEXTILE FIBERS DEPARTMENT
WILMINGTON, DELAWARE

BETTER THINGS FOR BETTER LIVING
. . . THROUGH CHEMISTRY

that must be determined by research, and should not be assumed without some basis.

This ability to discriminate between causes of fluctuations in the run would be of very great value if the number of occasions, and the number of ways, in which regulation is necessary could be so reduced; and if those fewer necessary occasions could be made clear-cut.

For years you have operated under a complex regulatory system which has not been based on definite proof of overfishing; hence a system without clear objectives, and without any way of testing its methods or its results. It has been profoundly disturbing to the economics of the industry; and by necessarily arbitrary assumptions and methods has taken from the fishery the freedom that gives flexibility and adaptability to meet natural changes in abundance of salmon or the seasons of their migration.

It is obvious, from the economic standpoint alone, that the overbuilding of the fishing fleet and the attraction of too many fishermen by prices that are too high, have made the fishery a costly one. *That* is what hurts now, and that is what has produced an intensity of fishing which is not only unmanageable by established methods of control, but has brought us closer to that lower limit beyond which the spawning escapement cannot be allowed to fall. This makes it most urgent that actual observation of what is happening to the important runs of all districts be undertaken along the lines we have established on Bristol Bay. We must know what decline in each year class of spawners arises because of the fishery and what nature does to repair this decline, and how. That it does much is already clear. Does it do enough?

Now there are moves under way to give greater powers to this system of regulation; but as we have said, this system operates today without adequate basis of fact. It does not know in how many cases it should use its powers. It does not know how far it should go in any one case. It has no way of determining whether or not nature will do its work for it; and it imposes a tremendous burden on regulatory authorities, on fishermen, and industry alike.

As a scientist, I must say that the extension of this system could be justified only if accompanied by far greater discrimination in where and when it is exercised, and if there is created some means of checking and limiting its application, and of measuring its results by means open to the industry itself.

May I say frankly that I do not think the record of the past has been reassuring in this regard. I do not think the answer lies wholly in more research, paid for by the yard. There have been investigations by "management" as well as by "research," but after all a great deal depends upon the men who will conduct this system of regulatory authority, and this research. It will depend still more upon the men who must, independently of departmental control, criticize and check the results obtained by the powers given. One of my many former students who passed through the Washington government said, very much to the point, that the fishing industry usually had no means of independent judgment, but acted upon what they were told.

May I end by saying again, that after listening for a week to a multitude of detail, I marvel at the complexity and the weight of the controls under which this industry works. It has no parallel anywhere in the world. I cannot but conclude that these controls could be lightened by intelligent limitation of regulation to cases of real need, as shown by proper research. I hope that the industry will preserve its own freedom of judgment and expression, its own access to the facts; and that it will not be stampeded into irreparable surrender of its freedoms and its flexibility by the present immediate emergency, which I, as a scientist, can see may well have arisen primarily out of natural causes independent of regulation and of the operations of the fishery.

Keep your status as free men.

Upward Swing in Imports of Canned Tuna Forecast

Reduction of shipping rate on Japanese frozen tuna to this country, announced Nov. 1 from Tokyo, effective until March next year, from $61.75 per ton (west coast) to $55, is totally inadequate to offset what now promises to be a flood of Japanese canned imports, declared James Ota, head of Orica Trading Company, Los Angeles, a leading importer of frozen tuna for U. S. canners. He insists the rate should be no more than $40 per ton.

Mr. Ota, who recently returned from a three-months visit to Japan, pointed out that, since March of this year, when the normal shipping rate per ton to the west coast was $28.50 per ton, a freight war between the Trans-Pacific Freight Conference of Japan and independent shippers, has reduced the freight on canned tuna, both brine and oil, to $8 per ton, or around 25c per case.

While in Japan, where he was joined by Aldo Casaretto, another prominent importer from Los Angeles, Mr. Ota made strong representations to industry leaders to equalize the freight rates, so that the frozen tuna export industry could survive. He also conferred with the American fisheries mission, composed of Don P. Loker, Max J. Gorby and Ed L. Morris in Tokyo.

With Japanese packers competing for the current season's Albacore, the opening quotations for the Longfins was $380 per ton. Adding freight, insurance, dock handling and brokerage, the arrival price at a west coast cannery would be around $459 per ton, a price all out of line with realistic competition, Mr. Ota declared.

When domestic supplies of raw tuna are short, as this year, particularly with Albacore, West Coast packers must rely on an auxiliary supply, and Japan is the only country capable of filling that demand for Longfins. With freight rates so high, even with the announced $6.75 per ton reduction and competition keen in Japan for the raw material, forcing up prices, importers cannot supply packers with fish at in-line prices for profitable canning; therefore the source may dry up, Mr. Ota said.

The result will be more and more canned fish, particularly in-brine. Tentatively the exports from Japan to this country for 1954 are set at 36,000 tons, frozen round; 1,500,000 cases.

The Los Angeles importer — who confines himself to frozen fish only— says, with competition for the raw product so keen in Japan, including Albacore, Yellowfin and Skipjack, it is not probable that 36,000 tons will be available for export; but on the other hand, unless curbs are introduced, the tentative 1,500,000 cases could, and probably would be exceeded.

Macbride on Team To Study Land Management

Philip D. Macbride, chairman of the board of Pacific American Fisheries and a prominent Seattle attorney, was named in November as one of the three public members of the study team of five which scrutinize the Bureau of Land Management and report to Secretary of the Interior McKay on suggested changes in its program and organization.

Floyd Hart, a leading Southern Oregon lumberman, is another member of the team; with the third from Utah. Two special examiners from Interior are included.

The Buearu of Land Management has jurisdiction over the enormous Public Domain, and is one of the agencies of Interior whose activities frequently are the subject of Alaska controversy.

YOU NEED LUBRICANTS THAT CAN TAKE IT FOR SMOOTH SAILING AT LOWEST COST

YOU KNOW, TOM, I NEVER WOULD HAVE BELIEVED THERE COULD BE SO MUCH DIFFERENCE IN DIESEL FUELS AND ENGINE OILS.
JUST TWO YEARS AGO, I WAS HAVING REAL TROUBLE... MY ENGINE USED TOO MUCH OIL AND SMOKED LIKE A CHIMNEY AT FULL OPEN THROTTLE.
AND THEN I REMEMBERED WHAT YOU'D TOLD ME AND DECIDED TO TAKE ON GENERAL PETROLEUM MARINE PRODUCTS.
I REMEMBER, JOE.
I FELT SURE G.P.'S PRODUCTS WOULD FILL THE BILL BECAUSE THEY CARRY THE FLYING RED HORSE INSIGNIA AND ARE USED ON MORE BOATS ALL OVER THE WORLD THAN ANY OTHER BRAND.
11-49
I CAN SEE WHY, TOM... I'VE SURE HAD SMOOTH SAILING SINCE SWITCHING TO G.P. TWO YEARS AGO!

Like so many other fishing boat operators on the Pacific Coast, you'll find that dealing with the General Petroleum marine distributor can save you real money in longer engine life, lowered operating costs and better around-the-clock performance.

Prove for yourself why Flying Red Horse marine products are the largest selling brand in the world. Visit your friendly, efficient, G. P. distributor next time you're in port.

GENERAL PETROLEUM CORPORATION

converting nature's gift for better living

PACIFIC Fisherman's NEWS

DECEMBER
1953

B. C. FISHERMEN ASK INTERNATIONAL CONTROL OF PINK SALMON

British Columbia fishermen in October, decided to urge Canadian Fisheries Minister James Sinclair to press for action on international regulation of the Pink salmon fishery.

Spokesmen declared that control over Pinks was just as necessary as for Sockeyes, and that until it was attained there would be repeated controversy over closures for conservation purposes.

Several months ago Mr. Sinclair said he intended to initiate negotiations with the United States government with a view to bringing about international regulatory measures applicable to Pinks.

SEINERS LOSE DAMAGE SUIT AGAINST U. S.

Joe Aliotti, managing owner of the former San Francisco purse seiner, *Sea Star,* lost his suit for $10,000 against the U. S. Maritime Commission, but the decision will be appealed to the U. S. Circuit Court. The suit was for damages done to the vessel while it was under the jurisdiction of the Commission. It was a test case, and if Mr. Aliotti had won, so would have 20 other northern California purse seine vessel owners, who had claims totaling $200,000 against the commission.

BIOLOGIST LOSES HAND

A biologist for the California Dept. of Fish and Game, Clancy Bevington, 35, lost his right hand and part of his arm in an explosion aboard the research boat *Yellowfin.* It is the custom of the department's scientists to use a very small charge of explosive to obtain fish samples. For some unaccountable reason the explosive went off in Bevington's hand as he was preparing to toss it overboard.

A circle of sardine skippers at the Fishermen's Cooperative Assn., San Pedro: left, John Marinkovich, "Little Flower"; Tony Trutanich, "Star of San Pedro"; Anthony DiLeva, "St. Christina"; Tom Scotti, "Nyna Rose II"; John Guglielmo, "St. Aniello II"; and Don Hall, with his back to the camera, who plans to serve as a fish spotter with his amphibious plane during the sardine season. The price of sardines was the topic of conversation when this picture was taken.

"Season-Splitting" Power In Halibut Commission's Hands

The convention between the United States and Canada for the preservation and management of the halibut fishery of the North Pacific Ocean and Bering Sea went into effect at the end of October.

The new halibut convention is the fourth of a series between the two governments and replaces the convention of 1937. The name of the commission is changed to "International Pacific Halibut Commission."

Canadian members of the commission are George R. Clark, assistant deputy minister of fisheries, Ottawa; Richard Nelson, Nelson Bros. Fisheries, Vancouver; Harold Helland, Prince Rupert fisherman. Americans are: Edward W. Allen, Seattle; Seton Thompson, U.S.F.A.W.S.; with one yet to be named.

The convention differs from the 1937 convention in three particulars. The first and most important change is that the commission may now establish more than one open season during the year. This power to declare more than one open season is expected to increase the yield from some halibut stocks which may be under-utilized at present. The size of the commission is enlarged from four to six members, three from each country.

The third change of substance is a provision for the exercise of regulatory authority respecting halibut caught incidentally to fishing for other species of fish during the open season. The 1937 convention had provided for this type of regulation only during the closed season.

BABY TUNA CLIPPER FOUNDERS

The San Diego "baby" tuna clipper, *Star of the Sea* sank off Turtle Bay, Lower California, November 3. Capt. Jack Kennedy and crew of eight were rescued.

Some confusion occurred over a similarity of names, M. O. Medina owning a larger *Star of the Sea,* which, at the time, was fishing at the Galapagos Islands.

ABALONE DIVERS LOSE PERMITS

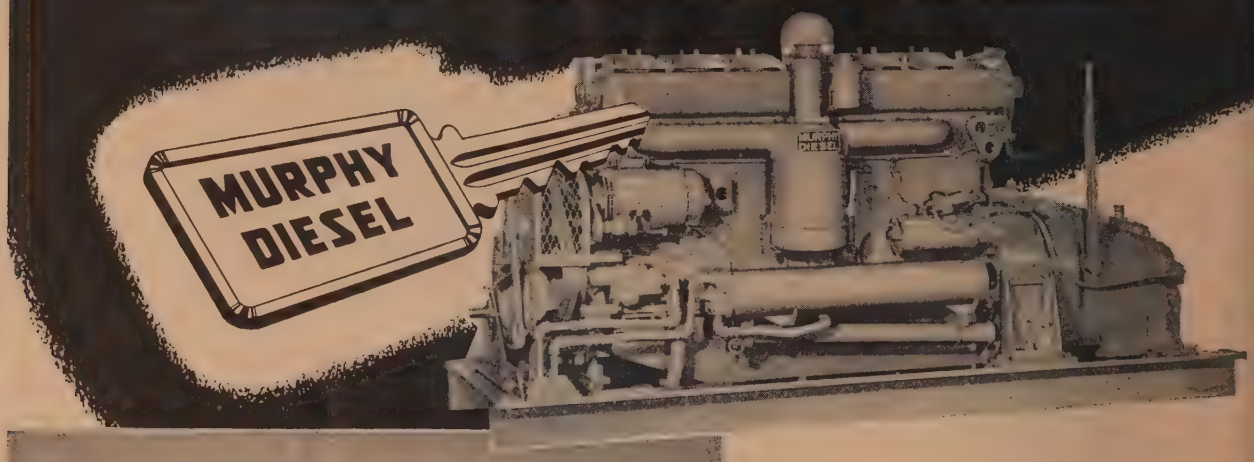
The permits of six commercial abalone divers have been revoked by the California Fish and Game Commission on the charge of taking the shellfish in less than 20 feet of water. The fishermen are residents of San Luis Obispo county. Donald Lee Hockstetler is master of the *Peanuts,* the boat involved in the conviction.

BLAST RUINS 'NETTER

An explosion destroyed the 32' gillnet boat *Ebony* in Puget Sound off Port Madison late in October while F. D. Barr, 27, was picking-up his net. He was working forward when the explosion occurred, turning the vessel into a mass of flame. He went overboard promptly, and was picked up by another craft. His vessel burned fiercely until it sank.

Here's your Key

TO MORE PROFITABLE FISHING



The "Red Wing" another Murphy powered seiner. A 57 footer, she is owned by John L. Frey of Seattle and is powered by a 190 H.P. Murphy Diesel.

269

THERE are a lot of factors that determine how profitable your fishing operations will be. Some you can control—others you can't. But you can do something about power for your boat. You can put in an engine that's dependable under all conditions, economical on fuel and maintenance, rugged and responsive when you need power in a hurry. One engine fills this bill—the Murphy Diesel.

The Murphy Diesel is built like a big diesel. It's a "true" diesel with unit fuel injection, four valves per cylinder, dual overhead camshafts and other proved design advantages. For you, they all add up to better performance, longer engine life and lower overall economy. The full story is given in the booklet *"10 Reasons Why Your Next Engine Should be a Murphy."* Ask your Murphy Diesel Dealer for a copy or write direct.

MURPHY DIESEL COMPANY

5301 W. Burnham St., Milwaukee 14, Wisconsin

Marine propulsion engines and auxiliaries, 90 to 225 H.P. marine type generator sets, 60 to 140 K.W.

MURPHY DIESEL

SAN DIEGO 1, CALIFORNIA
Diesel Technical Service, Inc.
205 W. Market Street

SAN FRANCISCO 9, CALIFORNIA
Oswald Machine Works
2936 Hyde Street

SEATTLE 7, WASHINGTON
Alaska-Pacific Supply Co.
2312 Market Street

VANCOUVER, B. C., CANADA
Northern Engine & Equipment Company (B. C.) Ltd.
155 Water Street

Pacific Fisherman's NEWS
December, 1953 Volume 51, Number 13

DeWitt Gilbert.....Editor
Helen McCauley.....Associate Editor
Charles L. Shaw.....Canadian Editor
Stuart F. Leete.....No. Calif. Editor
A. W. Ponsford.....So. Calif. Editor
Richard N. Crosby.....Advertising Mgr.

A MILLER FREEMAN PUBLICATION

Miller Freeman.....President
Lawrence K. Smith.....Vice President
William B. Freeman.....Vice President
Miller Freeman, Jr.....Secy.-Treasurer

Publication Office
815 Witmer St., Los Angeles 17, Calif.
DUnkirk 9-1112

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 1626

DISTRICT OFFICES

370 Lexington Ave.....New York 17, N. Y.
MUrray Hill 3-9294
1791 Howard St. (Rm. 308).....Chicago 26, Ill.
ROgers Park 4-3420
906 Royal Bank Bldg.....Vancouver, B. C.
MArine 7287
534 SW Third Ave.....Portland 4, Oregon
BEacon 6348
121 Second St.....San Francisco 5, Calif.
GArfield 1-5887
315 No. Avalon Blvd.....Wilmington, Calif.
TErminal 4-4538

CORRESPONDENTS

Juneau.....Erv Jensen
Ketchikan.....Gene Brice
Icy Strait.....Mrs. Vi Haynes
Sitka.....Myrth B. Sarvela
Petersburg.....Miriam G. McKechnie
Bellingham.....Mrs. Pauline Constanti
Moss Landing.....Mrs. Lillian B. Woodward
Grays Harbor.....Ade Fredericksen
Astoria.....Mrs. Elsa Auvil
Depoe Bay.....Mrs. Irma Wood
Coos Bay.....Bob Campbell
Eureka.....F. F. Flaherty

CHANGE OF ADDRESS: Please send notice of change of address as early as possible, and include both old and new addresses, plus zone number at new address.

ADVERTISING: Complete plates only should be sent to the Publishing Office at Los Angeles . . . Advertising copy and cuts, instructions, all insertion orders should be sent to the Seattle office.

TUNA CLIPPER GOES AGROUND

The Los Angeles harbor-based tuna clipper *Calistar* narrowly escaped disaster last month when she grounded on what was reported as uncharted rocks off Concepcion Point, Gulf of California. She refloated and was able to proceed to Santa Rosalia. Clipper is owned by Joe L. Damiani, San Leandro.

ANDERS O. ANDERSEN PASSES

Anders O. Andersen, 67-year-old Eureka fisherman, was found dead at the wheel of his boat *Pandora,* by fishermen who saw the boat circling at full speed. Monroe Guy of Eureka, who first heard the roar of the engine, was unable to board the drifting boat. He radioed to Loren Campbell of the Joseph Alioto, who took the *Pandora* in tow.

Andersen had worked out of Eureka for the past 25 years. He was a member of the Eureka Fishermen's Union.

Pelican's Pouch

Pelican City now boasts a hoosegow, but no one seems to know who is authorized to restrain whom in case it is necessary to initiate the new quarters, which are above the newly constructed firehouse. It is hoped that the glistening new firetruck will be the only occupant of the building for a long time to come.

Several of the key personnel at the Pelican Cold Storage Co. are switching jobs. Walt Schuham, bookkeeper, is leaving and will open an accounting office in Ketchikan. Jim Brightman, store manager, is leaving but his future plans are indefinite. Elliot Fremming leaves the Standard Oil station to manage the store and 'Bud' McCaddon takes over Elliot's former job.

Pros Ganty, manager of the cold storage has a new four place Piper Pacer.

Mr. and Mrs. Carl Gray and two sons, who have lived aboard the sailboat *Reliance,* in Pelican, the past three years, have gone to Ketchikan.

Mr. and Mrs. John Byrd of Tyee have resigned their positions as engineer and postmaster, and have gone to the states for a vacation.

Mr. and Mrs. Ed Seabloom of Reedsport, Oregon, spent a week with Mrs. Seabloom's brother and sister-in-law, Mr. and Mrs. E. O. Swanson of Elfin Cove. It was their first trip to Alaska, and although the sun failed to come out from behind the clouds during their stay, the visitors had nothing but praise for Alaska and Alaskans.

Iver Brevik, troller, passed away at the Government hospital in Seattle July 20th.

John Siirila of Idaho Inlet, passed away in Seattle July 21st.

William Olmstead, retired policeman from Tacoma, died of a heart attack aboard his trolling boat *Edna G.* He and his wife had taken the *Joan* in tow at Eagle Point. The seas were rough and the line became entangled in the prop of the *Edna G.* The excitement and exertion of getting it out was a terrific strain on Bill's known bad heart, and he collapsed. Mrs. Olmstead, looking up and seeing the steering wheel spinning, had no time to determine her husband's condition. Although she had never landed a boat, she headed for Pinta Cove, where she knew some boats with radios were anchored. Several times during the course of the rough trip it was necessary for her to step over the body of her husband to determine if the *Joan* were still in tow. The brave and courageous woman finally reached Pinta Cove, where kind hands took over. The *Kimball* was called, and took the body to Juneau. Mr. Olmstead was laid to rest in Tacoma.

PROMPT PERSON-TO-PERSON CALL ON RADIOTELEPHONE SAVES 4 CANADIAN LIVES

Four British Columbia fishermen were rescued in mid-October when their 63' vessel *Cape James,* owned by Canadian Fishing Co., piled up on rocks about six miles out of Powell River, B. C.

They were Capt. Andrew M. Taylor, skipper; Arno Nesvik, mate; Jimmy Brennan and Robert S. Adams, crew members. Their rescue was efficiently carried out as a result of the prompt response to Taylor's radio telephone message to George McKay, production manager of Canadian Fishing Co. at his Vancouver home.

"George, this is Sandy of the *Cape James,*" was the message McKay heard. "We're in a tough spot. The ship is breaking up off Vivian Island."

McKay quickly visualized the predicament and he put through an emergency call to Powell River. Within a few minutes the fishing vessel *Otter Bay* owned and skippered by Vivian Wilson of Bella Bella was on its way to the storm-tossed *Cape James,* and shortly afterwards a rescue craft manned by Royal Canadian Mounted Police was on its way.

While the men were taken off safely, *Cape James* had to be abandoned.

The *Otter Bay* crew tied a line to their skiff and let it drift towards the *Cape James,* whose own boat couldn't be launched successfully because of the severe list. After three attempts to grapple the skiff, the *Cape James'* crew finally got aboard and was towed to safety.

MEXICAN FIRM BUYS "PAN AMERICAN"

The 167' refrigerated *Pan American,* once engaged in fishing and freezing cabrillo in the Galapagos area, has been sold to the Armadores del Pacifico of Guaymas, Mexico. The sale was made by Jerry's Boat Sales, Terminal Island, and Lucille Snyder of Coronado, Calif.

ALBACORE BOATS REPORT CURRENT REVERSALS

An interesting observation on the Albacore season of 1953, according to Mason Case, is the fact that the usual current directions were reversed this year. One boat reports returning to a fishing area four hours after original contact, and found that the temperature had dropped five degrees in that short space of time.

Ninety per cent of the northern boats in southern California ports for Albacore have returned to home port as this issue of *PFN* went to press.

Gus Laine, Fort Bragg, took his troller **El Vera,** down to San Francisco to have Shoreline Diesel Maintenance Co., Fishermen's Wharf, do a complete overhaul on the GM 6-71 diesel engine.

Graymarine

ANNOUNCES THE APPOINTMENT OF

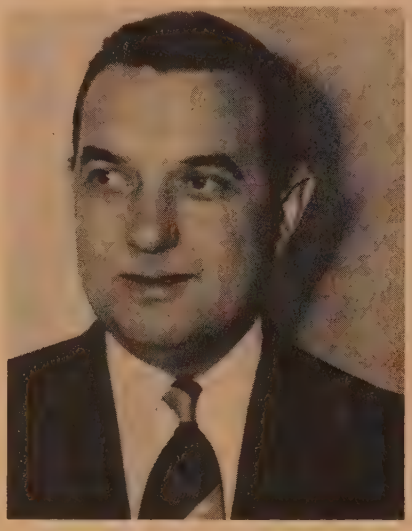
APEX MARINE & Equipment, Inc.,

2830 MARKET ST., SEATTLE, WASH.

DISTRIBUTORS FOR WASHINGTON, OREGON AND ALASKA

To the Boat Owners and the Marine Operators of the Pacific Northwest:
Your section of the country is one of our most important territories. It is important because you have so many boats, because your distances are so great, and because you have used so many Graymarine engines over the years.

It his always been our aim to give you the best possible service. In establishing Apex Marine & Equipment, Inc., of Seattle, as a new distributor for your great area, we are placing emphasis on faster service, with larger central stock of engines and parts in Seattle, and supervising Graymarine dealers at all important ports.



JIM CHIVALL, *president of Apex Marine & Equipment, Inc., is a former Gray service engineer, and has spent many years in the Gray distributor organization. He has also spent a number of years with the United States Navy, both in World War II and in Korea. He has been a marine engine man all his life. He knows engines, and likes engines, and we count on him to maintain a service organization which will establish new standards in the Pacific Northwest.*

GRAY MARINE MOTOR COMPANY
710 Canton Avenue, Detroit 7, Michigan
Subsidiary of Continental Motors Corporation

GRAY
MARINE MOTORS
GASOLINE • DIESEL

Albacore Fleet Larger But Fewer Fish Caught Compared to Last Year

The California Commercial Fisherman's Assn. Inc. of Terminal Island, Calif., under the management of Mason Case, recently completed a survey of the 1953 Albacore season, primarily as it concerned its member boats.

During 1953, through September, a total of 37,654 tons of Albacore were received in California ports, of which 20,655 were imports, largely from Japan.

In 1952, for a similar period, 29,037 tons of Albacore were delivered, of which 10,192 tons were of import origin.

Therefore, considering the substantial increase in imported Albacore, California boats are behind about 2,000 tons in 1953.

Mr. Case's appraisal of the production of the Albacore bait boats show this fleet, out of Los Angeles-Long Beach harbors, and to some extent boats from San Diego, down about 20% over 1952. The jig boats fared even worse—production down from 25 to 50%. And it is estimated that there was a 20% increase in the fleet operating in southern and California waters.

The marketing agreement negotiated by the California Commercial Fishermen's Assn. stated that there were to be no cold storage holdings of Albacore by the association or member boats. Mr. Case noted in his report that the price of Albacore went from $400 a ton at the beginning of the season to $425 for the last one-third of the season.

Albacore on the Irben Bank, almost due west of Santa Barbara, sighted by a passing steamer, caused a momentary flurry in the Southern California fleet. The *Lucky Strike, Wendy* and the *Tordenjkold* immediately went to the bank, some 600 miles out, but found only Albacore of under-size—some 1½ to 2 lbs. There were plenty of dolphin, however.

The Albacore fleet, the bait phase, that is, had to cruise far offshore to find the longfins—as far as 300 miles east of Guadalupe, this season.

Mason Case is the newly-appointed manager of the California Commercial Fishermen's Association, Inc., Terminal Island, and the Five Star Fish and Cold Storage Co., San Diego.

Such bait boats as the *Dorothy R* and the *Leona B* are now fishing tuna, which has tapered off somewhat in production. Water temperatures as this issue of *PFN* went to press were too high for productive Albacore fishing.

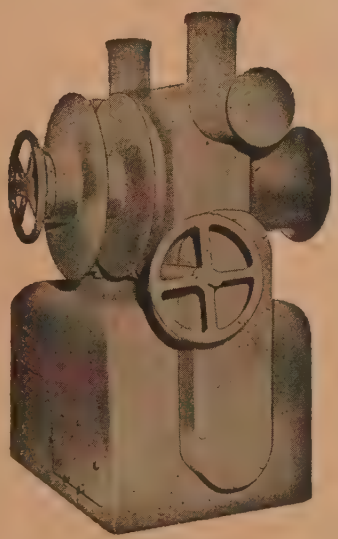
New members of the association include Dick Wegener's *Catherina* of Monterey; *Radar,* Frank Peebler; *Katherina,* Travis Evans of Avila, Calif.

NORTHERN CARGO HOIST

Sturdy
Light
Weight
Compact
LOW IN PRICE
A.C. or D.C.
10 hp.

The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.

220-440 Volt A.C. or 115 230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings —100% Galvanized Welded and Cast Steel Construction—Chain, Worm gear and Bearings bath oiled — Bronze Bushings pressure greased—Portable Operating Station on 20 ft. cord standard equipment.



TACOMA BOATBUILDING CO., INC.

DESIGNERS • BUILDERS

Wood and Steel Construction

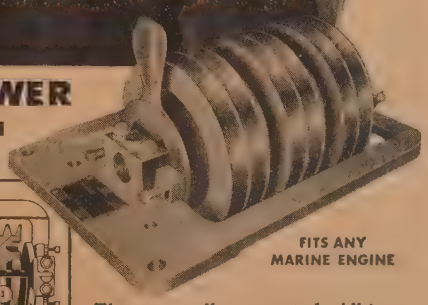
Manufacturers and Designers of the "NORTHERN LINE" Auxiliary and Deck Equipment

132 Sitcum Waterway Market 8138 Tacoma 2, Wash.

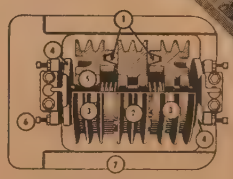
ARNE STROM — HALDOR DAHL

The New ALBINA DIRECT CONTROL POWER TAKE-OFF

Double Belt Model
Wt. 35 lbs.



PUTS POWER
Where you need it!



FITS ANY MARINE ENGINE

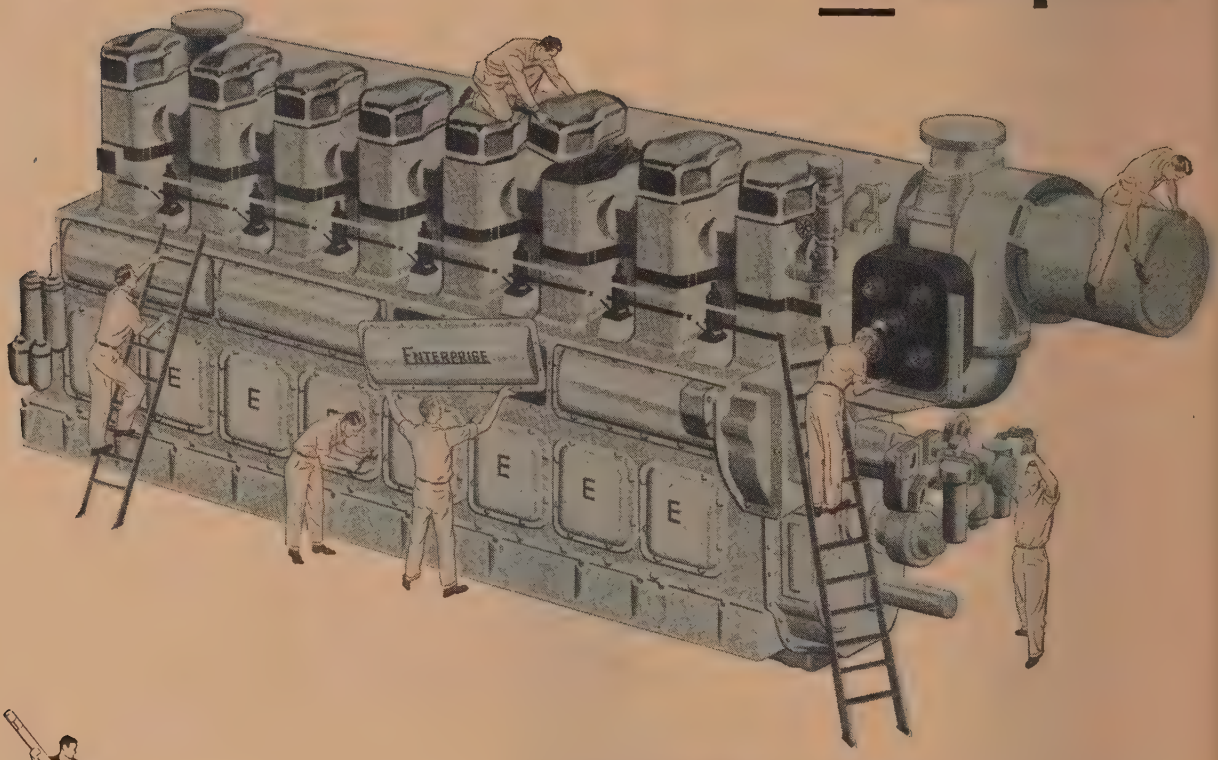
1. Cone clutches.
2. Pulley driven from engine crankshaft.
3. Clutch pulley (independently controlled).
4. Control Levers
5. Sealed ball bearings (no lubrication necessary).
6. Adjusting screws.
7. Mounting frame.

The manually operated Albina Power Take-Off now has die cast operating levers of Aluminum-Zinc copper alloy with a stainless steel wearing strip cast as an integral part. There are also die cast aluminum alloy sheaves and die cast aluminum alloy shaft standards. Full molded friction linings from permanent molds. The shaft is stainless steel. SKF bearings are permanently lubricated and sealed.

Write for illustrated descriptive folder.

ALBINA ENGINE & MACHINE WKS.
2100 N. Albina Ave. Portland, Oregon

It's easy to get to all the parts



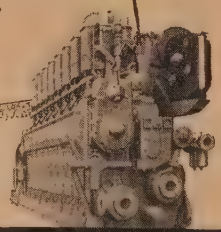
Check these points on "Easy-Access" ENTERPRISE Design

All major moving parts are enclosed with removable covers:

- Main and connecting rod bearings are fully accessible through large door plates on both sides.
- Cams, followers, camshafts and bearings are easily reached and removed.
- Cylinder head and rocker arm assemblies, push rods and fuel nozzles are easy to reach by removing oil and dust-proof covers.
- Gears are accessible through easily removable inspection covers.

No bulky shrouds or surplus covers to remove before getting to engine.

Parts, accessories and controls requiring occasional inspection or servicing are externally mounted.



You'll find that ENTERPRISE accessibility saves time, money and manpower in maintenance and overhaul

Ever watch precious hours slip by trying to find a way to dismantle, inspect or replace an engine part or assembly? Such unnecessary and costly down-time is something you don't have to worry about with modern, "easy-access" ENTERPRISE Diesels. For ENTERPRISE service-wise engineers have designed every model in the entire 73 to 2284 HP line for maximum accessibility and easy, low-cost servicing. That's why we say — and mean — you'll have less down-time if it's powered by an ENTERPRISE Dependable Diesel!

Write for description bulletins, or call your nearest ENTERPRISE *Diesel sales office.*

GENERAL METALS

Enterprise DEPENDABLE Diesels

ENTERPRISE ENGINE & MACHINERY CO.

18th & Florida Streets, San Francisco 10, California

A SUBSIDIARY OF GENERAL METALS CORPORATION

Boston • Chicago • Denver • Kansas City • Los Angeles
Minneapolis • New Orleans • New York • San Diego
San Francisco • Seattle • St. Louis • Washington, D. C.

DIESEL ENGINES • OIL BURNERS • PROCESS MACHINERY

SWORDFISH THRUSTS BILL THROUGH BOAT'S PLANKING

The Albacore boat *Mabel,* Johnny Wearden, San Diego, skipper, took a swordfish spike as the craft lay adrift at night some 90 miles southwest of Monterey this fall.

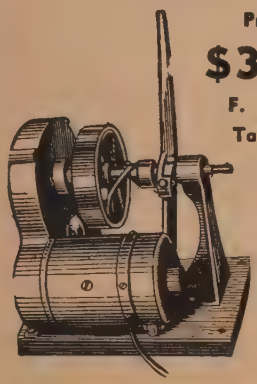
The men aboard the *Mabel* were unaware of the attack by the broadbill swordfish until the boat started leaking. The fish apparently broke off the bill and headed away swordless.

The *Mabel* put into Monterey for unscheduled unloading of 24,725-lbs. of Albacore at the General Fish Corp. on Municipal Wharf. Capt. Wearden listed the boat to patch the ruptured planking outside for the return home, but left the 15" spike sticking through the 3½" planking to photograph at his home port.

The **Cuban** boat and troller, owned and operated by the California Shell Fish Co., San Francisco, is to be repowered with a GM 3-71 diesel engine purchased from Shore Line Diesel Maintenance Co., Fishermen's Wharf. **Cuban** is 36' long. The engine is fitted with a 2-1 reduction gear.

METAL MARINE PILOT

for True-Course Automatic Steering



Price

$300

F. O. B. Tacoma

Manufactured by

Wood Freeman

Fircrest PR. 2791

Tacoma, Wash.

Continually On Guard

CUPROLIGNUM prevents rot in nets, boat timbers, rope, etc. By treating your nets and equipment with CUPROLIGNUM, you prevent rot. CUPROLIGNUM has been used with outstanding success in the fishing industry for many years. Use CUPROLIGNUM—make SURE your net will hold!

CUPROLIGNUM

BUDD & CUMMINGS

1608 - 15th Ave. W. Seattle 99

San Francisco — New Boats New Equipment

Mike Carroll, Burlingame, Calif., has repowered his combination boat with a Lister-Blackstone 3 cyl., 30 hp., diesel engine with 3-1 reduction gear, purchased from Hall-Young Co., Fishermen's Wharf, San Francisco.

Frank Bellante, and his son Buster, formerly partners in the San Francisco purse seiner *Anna B.,* are having a new 32' combination boat built for them by Seeno Boat Works, Pittsburg.

Nick Damato and his sons, formerly partners in the San Francisco purse seiner *Sunlight,* are having Seeno Boat Works, Pittsburg, build them a duplicate of the craft being built for the Bellantes. This boat will be powered with a General Motors 4-51 diesel engine, with 3½-1 reverse and reduction gear, purchased from Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco.

Torrente Bros., well known San Francisco purse seiner, has been sold to Bill Murphy, San Diego. The deal was made through Dan Bohne & Son, Fishermen's Wharf, San Francisco, well known factors in the California fishing industry. It is thought that *Torrente Bros.* will be sold to Mexican interests.

C. Young, San Francisco, owner of the party fishing boat *Hobby* had the GM 6-71 diesel engine completely overhauled at the Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco. The GM 6-71 diesel engine of the party fishing boat *Johanna,* owned by John McKeown, San Francisco, was also completely overhauled at Shore Line.

Paul Mione, San Francisco, has installed a Chrysler Crown with 2½-1 reduction gear, purchased from Boicelli & Boss, Fishermen's Wharf, in his hook-and-line boat.

Carmelo Borruso, San Francisco, also purchased a Chrysler Crown with 2½-1 reduction gear in his hook-and-line boat. The engine was also purchased from Boicelli & Boss.

SABLEFISH IS OBJECTIVE OF EUREKA FISHERMEN

With the close of the salmon season and with albacore operations extremely sketchy, fishermen out of Eureka and other northern California ports turned their attention to black cod during the interim until the crab season reopens this month. Sizeable, consistent landings were reported, mainly taken between False Cape and Crescent City.

Eureka buyers were paying from 8 to 11 cents per pound, shipping the major portion of the catch to San Francisco and other centers for curing and smoking.

The enthusiasm of Capt. Paul Lynn of the M/V CAPE BEVERLY for the Sperry Magnetic Compass Pilot is based on rugged experience. In her year and a half of fishing, he has made numerous trips with the pilot.

Capt. Lynn says, "For my money, there isn't another pilot on the market that will do the job like my Sperry Magnetic."

For Capt. Lynn has found that the trouble-free Sperry pilot does for him what it has done for scores of other fishermen—gets him to the fish and back with minimum expenditure of time, fuel, manpower and money.

SPERRY GYROSCOPE COMPANY

DIVISION OF THE SPERRY CORPORATION

GREAT NECK, NEW YORK · CLEVELAND · NEW ORLEANS · BROOKLYN · LOS ANGELES · SAN FRANCISCO · SEATTLE

IN CANADA — SPERRY GYROSCOPE COMPANY OF CANADA, LIMITED, MONTREAL, QUEBEC

TUNA BAIT TRANSFERRED TO BARREN WATERS

In one of the first activities based on the recent activity report of the Inter-American Tropical Tuna Commission's recent San Diego meeting, and incident to Panama joining Costa Rica and the U. S. in the treaty, more than half a million bait fish have been transplanted to the "red-tide"-stricken Gulf of Nicoya.

The San Diego tuna clipper, *Saratoga* was chartered for the job, which was supervised by Dr. M. B. Schaefer, the commission's research director. Fish were the hardy anchovetas, the *Saratoga's* wells carrying 40,000 scoops from the Gulf of Panama, as a gesture of friendship by the government of Panama.

TRAWLER IS DISABLED BY BROKEN CABLE

Disabled with a broken rudder cable, the 75' dragboat *Joseph Balestrieri II,* based at Eureka, recently had a close call when she called for help about nine miles off Humboldt bar. The vessel, owned and operated by the Balestrieri Fish Company, was adrift for about five hours in rough seas before her distress signal was picked up and the Coast Guard took the disabled boat in tow.

John Cruz, Eureka, is skipper of *Joseph Balestrieri II,* which carried a crew of three men.

SAN DIEGO YARD OVERHAULS CLIPPER "COURAGEOUS"

The tuna clipper *Courageous* which sank in front of Civic Center, San Diego, some weeks ago, has been in the yard of San Diego Marine Construction Co. where all the motors, generators, radio equipment, etc. were removed in little better than two working days.

The yard reports the job assignment was a smelly one, as quite a bit of fish remained on board, and wasn't exactly fresh after the boat had been in the water and raised. Many questions have been asked, reports the yard, about what caused the clipper to sink and the best answer, the yard says, seems to be "that she filled with water." She had 300 tons of tuna aboard at the time.

Also in the yard for repairs have been the *Western Ace, Starcrest, Mary S, Julia B, Lusitania, Irene, Victory I, Seafarer, Polly Ann, Coronet, Silver Spray* and the *Western Pilot.*

Abalone Diver Stricken

Fast work by boat and ambulance brought abalone diver Don Hochstetler, 24, of Morro Bay to a decompression chamber aboard the submarine tender *Nereus* in San Diego, after the diver suffered an attack of the bends. He was working from his 23-footer *Peanut* in the vicinity of Santa Cruz Island when stricken.

BRITISH TRAWLERS END BAN ON ICELANDIC FISH

British trawlers opened November with their prohibition against landings of Icelandic fish in Great Britain lifted—for a month at least.

The break came when the Dawson interests, defying the picketing of the British fishermen, announced they were bringing Iceland cargoes, and would do so without regard for the unofficial embargo which has been in effect for 17 months.

The embargo applied by British trawlers after Iceland closed a considerable area off its coast to trawling is credited with diverting a substantial part of the Icelandic catch to the United States market—adding to the difficulties of the American fishermen under the impact of imports.

Mervyn Martin, formerly with Western Wire Rope Co., and Northwest Engineering Co., San Francisco, and well known in the machinery and supply business, is now affiliated with the sales department of Oswald Machine Works, San Francisco, distributors for northern California of Murphy diesel engines.

Mr. Martin will be calling on the marine field along the Coast from San Francisco to the Oregon line.

S. DeGennaro, skipper of the San Francisco trawler **M. S. Martiri,** had A. Segale, Fishermen's Wharf, install a Northern Dragger winch on his craft. The deal was handled by Dan Bohne & Son, and the work was done by the Tacoma Boat Building Co.

Limper flasher. 3 sizes. Nickel silver chrome finish. 36" music wire leader.

Limper spoon. 9 sizes. Nickel silver chrome or brass finish. Also furnished in half chrome, half brass both sides—Lengthwise.

Use separately or in combination. Limper flashers are tops as herring dodgers. Long-lasting Pflueger quality. Made in U.S.A. by the third generation of Pfluegers.

ENTERPRISE MFG. CO., AKRON 9, OHIO

89 years making fine tackle

PFLUEGER (Pronounced FLEW-GER) MADE IN U. S. A.

FEWER HAUL-OUTS *with* TRIPLE C PRODUCTS

TRIPLE "C"
CAPE COD COPPER COMPOUND — the world's finest anti-fouling protective coating . . . A complete guard against *all* marine growth.

HI-TEX
A high gloss and color fast marine enamel — formulated for protection against *all* marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.

Available at All Leading Dealers

50 YEARS OF PROVEN QUALITY
AMERICAN MARINE PAINT CO.

"We used to replace a Liner every 2 months ...Now NONE at all for 9 months!"

This Tugboat's Diesel now operates more efficiently and safely at 160° in raw salt water without any "salting down." Also has perfect protection against rust, corrosion and electrolysis.

Connolly-Pacific's Despatch #2

CONNOLLY - PACIFIC CO.
CONTRACTORS
BERTH 39
1925 WATER STREET
TELEPHONE LONG BEACH 7-3541
LONG BEACH 2, CALIFORNIA

Mr. John N. Bergh
Sudbury Laboratory
221 Pomona Avenue
Long Beach 3, Calif

Dear Mr. Bergh:

We know you will be interested to know of our experience with the Sudbury Aqua Clear Feeder, which was installed on the 8 cylinder, 350 HP Diesel Engine aboard the Tugboat DESPATCH #2, on October 15,1952.

As you know, the engine was completely salt water cooled and operating at a temperature of 110 degrees. Despite the usual zinc plates, we were forced to replace on the average of 1 liner every 2 months because of the electrolytic action.

Last week, after almost 9 months of operation, the block and heads were carefully inspected. During this period, the operating temperature had been increased to between 140 and 160 degrees. We were surprised to find everything clean. There was not a trace of rust or salting down, but best of all, there was absolutely no evidence of electrolysis. Under our former procedure we would have had to replace 4 liners in this time.

Needless to say, we are very well satisfied with the results achieved with the Aqua Clear Feeder and can recommend it for all marine engines which are salt water cooled.

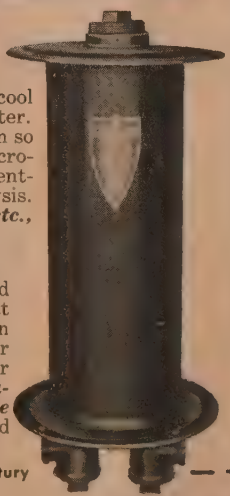
Very truly yours,
CONNOLLY - PACIFIC CO.
By F. L. Hendrix
F. L. Hendrix
Port Engineer

Throw Your Heat Exchanger Troubles Overboard

The AQUA-CLEAR Feeder has made it possible to cool diesel and gasoline engines safely, direct with salt water. It treats all water going through the cooling system so it is completely noncorrosive. It puts an invisible, microscopic, water-tight film on all metal surfaces—preventing all rust, corrosion, and greatly reducing electrolysis. ***Cylinder heads, manifolds, water jackets, liners, etc., are completely protected.***

Avoid the Heavy Cost of Closed Cooling

Save all the extra expense, space and complicated piping needed for closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull—cuts repair bills, avoids lost time due to breakdowns. Made for all kinds and sizes of marine engines. ***Saves thousands of dollars in original cost and maintenance expense!*** Costs only $128.75 for 250 hp. Larger and smaller sizes in proportion.



Manufacturers of Quality Products for Over a Quarter Century

Both Atlantic and Pacific Diesel Owners Say This Is the Big News of the Decade

Wharf Machine & Electric, Boston Fish Pier, reports on Diesel Engine in Schooner Adventure —"Due to electrolysis the liners decomposed... had to be renewed at intervals of about 9 months, one third of average liner life. Since your AQUA-CLEAR Feeder was installed 20 months ago, have not found it necessary to renew the liners... the water jacket and circulating ports are virtually free from rust and other fouling matter."

Wolverine Motor Works, oldest U. S. manufacturer of diesel engines—"From my experience with AQUA-CLEAR Feeders, I would consider them to be an economical essential to any salt water application"—W. H. White, Sales Manager.

Walter McInnis, world-renowned naval architect, designer of hundreds of workboats, fishboats, freighters, etc., says — "AQUA-CLEAR Feeders should be fitted into every boat that uses liquid cooled engines."

OVER 20,000 NOW IN USE!

Sold and Installed by Leading Boatyards

AQUA-CLEAR Feeders
Protect Diesel Engines from Electrolysis and Corrosion

SUDBURY LABORATORY, Box 175, South Sudbury, Mass.

SUDBURY LABORATORY, Box 175, South Sudbury, Mass.

Send me complete information on AQUA-CLEAR Feeders to protect Diesel and Gasoline Engines from rust, corrosion and electrolysis..... **FREE**

Name.....

St.....

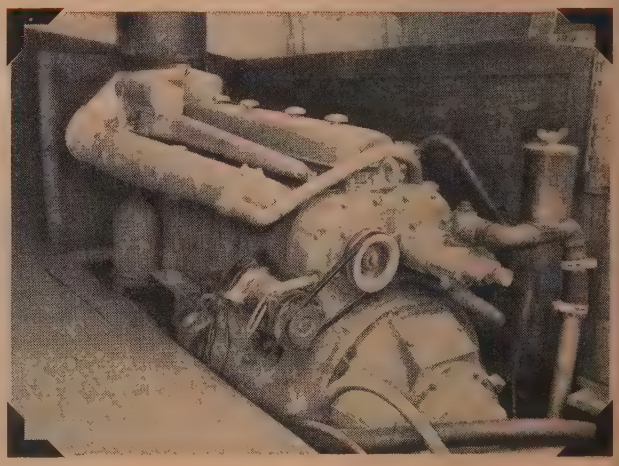
City..... Zone.. State.....

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT	RPM Delo Oils
UNITS	Heavy-duty engines—diesel and gasoline
SERVICE	Fishing boats
CONDITIONS	Constant load
FIRM	H & M Sportfishers, Inc., San Diego, Calif.

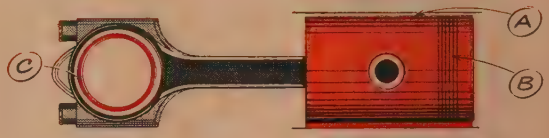
One engine overhaul in 3 years on 8-boat fleet!



RPM DELO HEAVY DUTY LUBRICATING OIL is used in all boats operated by H & M Sportfishers, Inc., San Diego—a total of 12 engines ranging from 225 H.P. diesels in the "Worrier VII" (above) to a 60 H.P. gasoline unit. In 3 years of regular fishing-party service in coastal waters, only one engine required major repairs. Although this engine worked 5600 hours, only sleeves and pistons were replaced.

S. HOWARD MINOR, (right) Vice President and General Manager says, "RPM DELO Heavy Duty does such a good job of holding down repairs for us that I wouldn't consider even trying another oil."

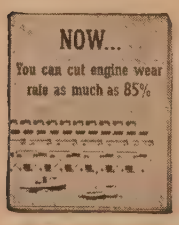
How RPM DELO Oils keep engines clean and prevent wear



A. Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.



There is an RPM DELO Oil to meet every heavy-duty engine operating condition.

FREE BOOKLET on the RPM DELO Oils gives you complete information. Write or ask for it today.

RPM DELO LUBRICATING OILS

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.

STANDARD OIL COMPANY OF CALIFORNIA

SAN PEDRO SEINE SETS

STANLEY BRUMMEL, manager of the Commercial Fishermen's Inter-Insurance Exchange, San Pedro, has been named Los Angeles Harbor area manager for the seventh annual performance of Handel's Messiah, Dec. 6, at San Pedro . . . *William K. Brown,* manager of the Continental Can Co., Terminal Island, presented the first-place prizes donated by his company to boat parade winners of the Fishermen's Fiesta . . . *Gordon Blahnik,* manager of Crofton Diesel Engine Co., San Pedro, presented the perpetual trophy in special ceremony to Antonio DiBernardo whose *Santa Maria,* with a Cinderella theme, took first place in the non-sponsored class . . . at the same ceremony County Supervisor Burton Chace presented statuettes to Anthony Sokolich of the International Fishermen's Union; John Calise of the Seine & Line Fishermen's Union; Sonja Mariani, skipperette; Lt. Theresa Colford, honorary skipperette; James Waugh, head of the Cannery Workers Union; and Sgt. Harry Cutting, honorary skipper . . . Fishermen's Cooperative Auxiliary, San Pedro, held its annual Halloween party with Mrs. Charles Dragesivich and Mrs. Andrew Xitco in charge . . .

MRS. SAM RANDAZZO is the new president of the Auxiliary, with Mrs. Louie Mascola, vice president; Mrs. John Sima, secretary, and Mrs. John Xitco, corresponding secretary. Mrs. Charles Dragesivich is treasurer; board of directors: Mmes. John Yelusich, Matt Karmelich, Roy Katnich, Paul Biazevich and Larry Zuanich . . . On the opening day of the sardine season, delayed by price negotiations, the *Sal C* of San Diego, delivered the top tonnage—20 tons. Compare this to the top boat in the good old days when boats came in with decks awash with sardines! . . . the *Windward, Southland* and *Genevieve H,* San Pedro, delivered 15 tons that first of the 1953 season . . . Betty Larine Massa became the bride of Evan Robert Jones recently. He is a San Diego fisherman and the son of San Pedro residents . . .

AL LARSON BOAT YARD is finishing a beamy 26x13 plywood skiff for the *Western Explorer.* The hull will be covered with fiberglas and powered with a Chrysler Crown, using a Lambie propeller . . . *American Venture* is converting from hydraulic to an all-electric system . . . Joe Flynn, National Supply Co., Terminal Island, has installed a Lister-Blackstone Diesel engine on the Albacore boat, *Argo,* owned by Fred Wolleson. The engine is a Model FR-2, 2-cylinder and is used to operate the refrigeration system . . . John Real, manager of the Fishermen's Cooperative, San Pedro, was in Washington, D. C. as this issue of *PFN* went to press, in connection with committee hearings on import-export policies, of which O. R. Strackbein is chairman . . .

SEA RANGER is apparently the top tonnage boat for Bluefin, with a load of 102 tons, all Bluefin, taken in October . . . *Adriatic* has delivered a 65-ton load . . . Milo Moore, fisheries advisory official for United Nations Korean Rehabilitation Administration, was in San Pedro in late October, accompanied by three other members of the UNKRA. The purpose of the visit was to make a survey of boats available for use in the rehabilitation of the Korean fisheries, said Mr. Moore . . . Moore and the two Korean members have returned to Korea.

Mauricio & Sons yard, Point Loma in San Diego, is building a small purse seiner of wood construction. The hull is 45x14 and will be powered by a General Motors Series

KETTENBURG
Distributor—Sales—Service—Parts
Chrysler Marine Engines
Builders of 14', 16' & 18' Tuna Tenders - - Chrysler Powered
KETTENBURG'S famous "K-38" Albacore and Combinations
KETTENBURG BOAT WORKS
Box 65, Point Loma, San Diego 6

CHRYSLER marine engines
Sold and Serviced
ALL ALONG THE COAST
by THE NATIONAL SUPPLY COMPANY

At convenient locations from Ketchikan to Portland, National Supply stocks a complete line of genuine Chrysler parts. Many coastal canneries also keep emergency repair parts, available at a moment's notice.

You can keep your engines humming by putting in at one of these points for modern repair and overhaul service. Consult us about your new marine power needs.

A complete line of Chrysler, Superior and Atlas engines in HP and RPM ratings to meet your requirements are available at these Sales and Service Offices: Astoria, Ore., 131 Seventh St., P.O. Box 57; Halifax, Nova Scotia, Canada, 76 Upper Water Street; Ketchikan, Alaska, 900 Water St., P.O. Box 2021; Portland 14, Ore., 237 S.E. Union Avenue; Seattle 99, Wash., Salmon Bay Terminal; Vancouver, B.C., Canada, 1859 West Georgia Street.

ENGINE DIVISION
THE NATIONAL SUPPLY COMPANY
Plant and General Sales Offices: Springfield, Ohio

only nets made of
NYLOCK *give you*
all these advantages

- **Catch More Fish**
- **Less Knot Slippage**
- **No Preservatives, No Drying**
- **Less Care**
- **Longer Wear**

Easier to Handle (absorb less water)

- **No Fraying or Fuzzing**

hermen say, *"Nylock Nets are sharper,*
se my catch and cut down my handling
ost—I can't afford NOT to use them".
not convince *yourself!* Write or phone
e of the following manufacturers who
nets of Patented Nylock Nylon Twine:

R. J. EDERER,
540 Orleans St., Chicago, Ill.
EDERER, INC.,
Unity and Elizabeth Sts., Philadelphia, Pa.
PAULS FISH NET CO.,
357 W. Ohio St., Chicago, Ill.
ADAMS NET & TWINE CO.,
701 N. 2nd St., St. Louis, Mo.
THE FISH NET & TWINE CO.,
310 Bergen Ave., Jersey City, N. J.
A. M. STARR NET CO.,
East Hampton, Connecticut

NY-
LOCK®

MADE FROM NYLOCK TWINE

Patented (No. 2590586) NYLOCK NYLON TWINE produced by **THE HEMINWAY & BARTLETT MFG. CO.,** 500 F
nue, New York 36, N. Y., Pacific Coast Representative: J. W. Ashley, 1940 26th Ave. North, Seattle 2, Washin

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE*

Ratfish Has Venom Producing Gland

A study by two scientists, Bruce Holstead and Norman C. Bunker, has proved the existence of toxin producing tissues in the region of the strong dorsal spine of the ratfish. However, the toxic venom is not considered as being very potent and the investigators doubted if the wound from a ratfish was capable of causing a fatality to man. Ratfish are taken in considerable numbers by trawl fishermen and are usually discarded over the side or sold to reduction plants.

The investigators also studied the toxicity of the muscles, liver, and reproductive organs of this fish and found the latter to be toxic and reported them as "not safe to eat."

Trawler Sinks— Experiments Ended

The otter trawler, *Ida Mae,* skippered by Jackie Ray of Astoria, Oregon sank last October in six fathoms of water off the north jettie at the mouth of the Columbia. Biologists from the State of Oregon were contemplating a trip aboard the *Ida Mae* to study mesh experiments on Pacific ocean perch and were reported to be waiting for the vessel when she sank. Several experimental nets, and other gear which had been previously placed aboard the boat were lost. Oregon Biologists said "no further attempts to carry out the test would be tried this year."

Super Trawler

A new type deep-sea trawler, the *Fairty,* was launched in Aberdeen, Scotland in June of this year. The *Fairty* differs from the conventional type trawler in a number of ways. Probably the most radical change is a built-in stern chute similar to those found on whale factory ships. The net is hauled directly up over the chute and the catch is emptied on the deck. From the deck the fish are passed through hatches to a lower deck where the processing begins. The fish are cleaned, and headed by mechanical equipment and a filleting machine skins, fillets and wraps the fish. The vessel has equipment which can freeze up to 30 tons of fish a day and will maintain a cooling temperature of 5° F. in the hold.

Another important change from the standard trawler is the placing of the navigating bridge on the stern portion of the vessel, over the forward portion of the stern chute. The 245′ vessel has accommodations for a dual crew and can carry enough fuel to remain at sea for eighty days. The *Fairty* is expected to utilize all the fish it brings aboard. Food fish will be filleted and frozen, while the non-edible portions and undesirable species will be processed through the vessels own reduction plant into fish meals and other by-products.

Norwegians to Use ASDIC

A newly developed ASDIC is now being placed into production for use in marine fisheries. The device is modeled after a set which was earlier tested aboard the Norwegian fishery research vessel *G. O. Sars.* The *Sars* tested the equipment on the herring fishing grounds during the past season and reported "promising" results. ASDIC works on the same basic principle as the ordinary sonic depth recorder; however, it is capable of scanning the waters surrounding the vessel as well as directly under it. ASDIC equipment has been used by military vessels for a number of years, but it has been considered as being too bulky and space consuming for small fishing vessels. The Norwegian equipment is said to have overcome these difficulties and can be installed in boats down to 80′ in length. The device, which has been turned over to the Simonsen Radio A/S, Olso for production, located herring at distances of up to 1¼ miles from the boat during last winters fishery.

Technological Research

The U. S. Fish and Wildlife Service Technological Laboratory in Seattle is placing strong emphasis on research towards developing new products from marine oils. Recently the laboratory transferred David Miyauchi, a staff chemist, to full time work on this project and has added Mikle Kingerly, a senior student in chemical engineering at the University of Washington, to help on the project. Until 1948 fish livers played an important role in the economy of the trawl and line fisheries, however, the inception of synthetic production of vitamin A sharply cut the demand for fish livers. Dogfish livers, which brought a high of over one dollar a pound is now worth between 5 and 7 cents per pound. The discovery of other valuable pharmaceutical products from fish livers and oils would help considerably to re-establish a market for these marine products.

Other research underway at the Laboratory includes a project to identify the trace elements in fishery products and to learn their biological importance in growth.

More Puget Sound Waters Open for Trawling

The South end of Puget Sound will be open for otter trawling starting the first of December this year. The waters designated as open waters include Carr Inlet, Case Inlet and the waters surrounding McNeil and Anderson Islands. Closed waters include Budd Inlet and Totten Inlet and the waters inside Harstine Island. The southern portion of Puget Sound has been closed to otter trawling since 1948. Test drags made in the waters by the Washington State Department of Fisheries has shown large numbers of scrap fish to be infesting these grounds and it is hoped that the open trawl season will help rid the area of these fish. Under the new Washington regulations no scrap fish taken by trawlers inside Puget Sound (Inside Initiative 77) may be returned to water, therefore arrangements have been made to utilize the scrap fish for reduction. A special provision has been made for trawlers to sell wormy sole to the reduction plants. State biologists will keep accurate records on catches made in the South Bend area to determine the relationship between food and scrap fishes inhabiting the region.

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care *Pacific Fisherman's News,* 71 Columbia St., Seattle 4, Wash.

now there are TWO
GOLD MEDAL SEINE TWINES

Gold Medal COTTON Seine Twine . . .

the old reliable used by generations of commercial fishermen in every fishing port in the country.

Gold Medal NYLON Filament Seine Twine . . .

the *new* reliable—tested and proved worthy of the Gold Medal label . . . gaining in popularity everywhere.

USE THE GOLD MEDAL
SEINE TWINE THAT BEST
SUITS YOUR NEEDS
Gold Medal
QUALITY SEINE TWINES
THE LINEN THREAD CO., INC. 116 New Montgomery St., San Francisco 5, Calif.
Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Pacific Fishing and Trading, Seattle • Tacoma Marine Supply Co., Tacoma • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego
Canadian Representative:
Western Leckie Limited, Vancouver, B. C.

HALDOR DAHL, BUILDER OF FISHING BOATS, DIES

Haldor Dahl, one of the best known and best liked boatbuilders on the Pacific Coast, died at his home in Tacoma in November after a long illness.

Mr. Dahl and Arne Strom, his long time partner, established the Tacoma Boat Building Company in Tacoma in the Thirties and after World War II bought the Harbor Boat & Yacht Company in San Diego.

More men knew him as "Haldor" than spoke of him as "Mr. Dahl," according to many of his old employees and associates. A friend to his customers at all times he was also a good friend to his suppliers. Forthright and definite in his thinking, Haldor Dahl believed that what was right for his customers was the most important point of any transaction.

He was a fisherman before he started building boats and this background gave him a good insight into the problems of building fishing boats of all kinds.

Many fishermen will mourn the passing of a man who knew their problems and who worked always to produce the best possible vessel for the work which it was to do.

CANADIAN BOATS SUFFER FROM FALL STORMS

Late October gales caused damage among fishing vessels in the Gulf of Georgia.

Three Canadian Fishing Co. vessels had difficulties — *Cape Perry, Cape Pine* and the barge *Cape Spruce*. The *Cape Pine* was towing the barge, loaded with herring. The barge grounded near Otter Point. *Cape Perry* grounded on Denman Island. None of the boats was seriously damaged.

The 40-ton fishpacker *Z Brothers,* operated by J. H. Todd & Sons, ran ashore on storm-battered Nelson Island at the entrance to Jervis Inlet. She was holed in the bow and damaged below the forefoot. Straits Towing Co.'s *Magellan Straits* went to the rescue and helped the disabled packer into port after the hole was patched.

Captain W. "Mac" Rainforth and Engineer Francis Cobb of the 50′ Chemainus packer *Merlinac* played a heroic role in the rescue of William Haddon, of Newton, from his disabled trawler *Sea Harp*. Inbound with 20,000 salmon, *Sea Harp* began to founder and while approaching Gower Point the engine failed. A few minutes later the craft was on the rocks. Haddon stayed aboard while crewman Joe Simon went ashore in a dinghy.

Captain Rainforth heard the *Sea Harp's* distress call when his *Merlinac* was off Point Atkinson and he headed back in the face of a rising gale. *Merlinac* was maneuvered inshore until only two feet of water separated the hull from the sea floor and Haddon was rescued in the packer's dory.

Straits Towing Co.'s tug *Wilmae Straits* equipped with cherry picker went out to salvage *Sea Harp*.

Eighteen small craft, mostly fishing vessels were involved in accidents in British Columbia waters during October. Six of the boats were lost and one life was taken.

HAND-LETTERED TAGS ARE USED ON TUNA

During a recent three-week tuna-tagging cruise, the *N.B. Scofield,* California's fisheries research boat, used over 800 new-type tuna tags. These were hand-lettered by handicapped workers of Goodwill Industries in Los Angeles. The new tags, fastened largely to Albacore during this trip, are plastic tubes, whose effectiveness was proven when a California-tagged tuna crossed the Pacific and was caught by a fisherman off Japan.

Most of the tagging on this trip was done near Guadalupe Island.

Experiments were also made during the cruise to find better ways of handling the temperamental Albacore, which goes into death throes if not tagged and thrown back into the ocean within 20 to 30 seconds after landing. Holding the hand over the Albacore's eyes, to shield them from the shock of sunlight, remains the most successful method thus far.

JETTY ROCKS RIP DRAGGER; 3 ESCAPE

Ida Mae, one of the veteran members of the drag fleet fishing out of the Columbia River, crashed into the rocks of the North Jetty late in October and sank in a matter of minutes, barely giving her people time to scramble to safety on the rocks before she went under.

The vessel was bound to sea after delivering 33,000 lbs. of fish to New England Fish Co. Capt. Jack Ray, owner and master of the *Ida Mae,* was at the wheel. Others in the crew, Arvey Severson and Oswald Viuhkola, were asleep below.

This was the second trawler from which Viuhkola has escaped this year, as he was a member of the crew of the *Captain Ludvig* when she burned off the Oregon coast a few months ago. The *Ida Mae* took off the crew of the *Ludvig* at that time.

STRANDED PACKER SAVED

B. C. Packers' *Newcastle IV,* a salmon packer, ran aground at San Simon Point, west of Jordan River, west coast of Vancouver Island late in October and was badly pounded by heavy seas before the Pacific Salvage Co. *Salvage Queen* managed to refloat her.

The 52′ packer was manned by a crew of Barkley Sound Indians, the skipper being Arthur Peters of Kildonan. The vessel was on the way from Barkley Sound to Vancouver when she ran ashore.

COLOMBIA GIVES ITS NAVY CONTROL OF FISHERIES

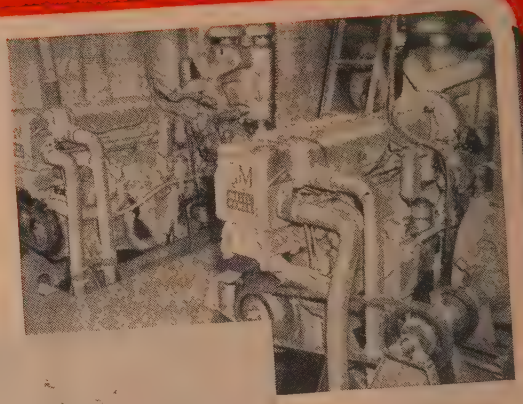
By a decree effective August 31, the Colombian government gave over to its navy control of ocean fishing, transferred from the agriculture dept. Control means issuance of ocean fishing licenses, and possibility of new regulations and limitations on number of foreign vessels permitted in the territorial waters. Biological studies will continue to be carried on by the agriculture dept.

GM DIESEL
CASE HISTORY No. 535-134

BOAT & OWNER: "Captain Charlie Lewis," 110-foot purse seiner owned by F. B. Walker & Sons, Pascagoula, Miss.

INSTALLATION: Two GM 6-110 Diesels equipped with GM hydraulic reverse gears drive twin 52" x 36" wheels through 4.5:1 reduction, and 3" centrifugal pumps. Boat carries 23-man crew to tend 1200 feet of net and two 34-foot seine boats.

PERFORMANCE: 6-110's have each operated 10,000 hours without overhaul. Compactness of engines permits boat to carry 8,000 gals. of fuel; 3,000 gals. fresh water and 400,000 lbs. of fish. Cruising speed: 11 knots.



It pays to STANDARDIZE on

GM GENERAL MOTORS DIESEL POWER

10,000 Hours Without Overhaul

Here's the Diesel that in three short years has won the praise of fishermen as one of the most dependable marine engines built.

This husky General Motors 6-110 delivers 205 true, continuous shaft horsepower @ 1600 RPM and takes up less space than 4-cycle engines of lower horsepower.

Like all GM Diesels, the "110" operates on the efficient 2-cycle principle—delivers a smooth, sure, steady flow of power. It responds instantly to controls, idles down smoothly for trolling or tending nets. Its simple design makes it easy to keep in top shape. Its original cost is less than other Diesels of comparable horsepower and it costs surprisingly little to maintain.

Sound interesting? Get the full story from your nearby GM Diesel distributor or write direct to us.

DETROIT DIESEL ENGINE DIVISION

GENERAL MOTORS • DETROIT 28, MICHIGAN

Single Engines... 16 to 275 H.P. Multiple Units... Up to 840 H.P.

ALASKA—Juneau
R. W. COWLING CO.
Ketchikan
NORTHERN MACHINE WORKS & MARINE RAILWAYS, INC.
Petersburg
FRYER MACHINE WORKS
Sitka
WEBB MARINE SALES & SERVICE
Wrangell
WRANGELL MACHINE WORKS

CALIFORNIA—Berkeley
WEST COAST ENGINE & EQUIPMENT CO.
Fort Bragg
WEST COAST ENGINE & MACHINE CO.
Eureka
AIKINS TRACTOR CO.
Los Angeles Harbor, Newport Beach
CROFTON DIESEL ENGINE CO., INC.
San Diego
GENERAL TRUCK & ENGINE CO.
Monterey
HOVER EQUIPMENT CO.
San Francisco
SHORE LINE DIESEL MAINTENANCE

OREGON—Astoria
MARINE EQUIPMENT CO.
Coos Bay
WOODBURY-LILLEBO COMPANY, INC.
Eugene, Portland
GUNDERSON BROS. ENGINEERING CORP.
Newport
CAMPBELL'S DIESEL SERVICE

WASHINGTON—Bellingham
BELLINGHAM ENGINE & EQUIPMENT, INC.
Hoquiam
WISE ENGINE & MACHINE CO.
Seattle
EVANS ENGINE & EQUIPMENT COMPANY, INC.
Spokane
MODERN MACHINERY CO., INC.

SAN DIEGO BITE-SIZE ITEMS

CALISTAR, reported aground in late October, managed to free herself from the rocks of Concepcion Bay, Baja California, and make her way to the Port of Santa Rosalia. The crew was reported uninjured, but the vessel's keel was damaged. The clipper is owned by Joe L. Damiani of San Leandro. *Santa Barbara,* another bait boat, aided in freeing the *Calistar* . . . Olsen-Johns, new marine supply store at San Diego, is now in its new building on Tuna Lane. Parker Olsen, formerly of C. J. Hendry Co., is manager and partner with John Sparks in the enterprise . . . Dexter Hayhurst, San Diego manager for Sperry Gyroscope Co., recently entertained R. E. Erbentraut, manager of Sperry's marine sales, New York, and "Casey" Emerson, of Sperry's Wilmington, Calif., office at lunch at the new Kona Kai Club on Shelter Island, San Diego . . .

BERNADATTE has a new 16′ Kettenburg tuna tender, plywood construction, using a Chrysler Crown . . . A Wood Freeman Pilot, supplied by Shepherd Marine, has recently gone aboard the *Kathy Jane* . . . The same automatic pilot has been installed on the clipper *South Seas* . . . *Cape Falcon* has a radiotelephone now on its tuna tender: an RCA Model Et-8044, supplied by Shepherd Marine . . . *Guiseppe Padre* of San Diego has been sold, through Sun Harbor Marina, to Alfred Silva of San Diego . . . Arthur Cocklan of San Diego has bought the 45′ troller *Maestro* of Redwood City. Sun Harbor Marina negotiated this transaction, also . . .

SPICEWOOD, refrigerated ex-tuna "mothership," docked at San Diego in mid-October with about 500 tons of tuna from Ecuador and Peru, part of which went to Westgate-California Tuna Packing Co. and part to the Van Camp Sea Food cannery . . . Mrs. Mike Cuscito left San Diego in late October for Balboa, Canal Zone where her husband was hospitalized for a ruptured peptic ulcer. He was skipper of the *Seafarer* when taken seriously ill and was flown by Army plane to Balboa. In the meanwhile his clipper docked in San Diego with a load of tuna for Westgate-California . . . At last report the San Diego boat *Clara* was still in Ensenada, being held there by the Mexican government after she was seized on the charge of operating in Mexican territorial waters without permission.

LATE ALBACORE FLURRY STIRS EUREKA FLEET

Albacore operations off the extreme northern coast came in for a brief flurry during late October when some six tons were brought into Eureka by several fishing craft, taken about 50 miles off Humboldt Bay. Fishermen cashing in on the brief run got a top price of $425 per ton for their catches, $25 higher than the quotation on September deliveries.

Albacore operations generally, however, were disappointing for the 1953 summer and fall season, with relatively few deliveries. Early catches were taken far at sea, up to 200 miles out, and the late October run was the closest to be contacted within 50 miles of land.

ANDREA CASTAGNOLA DIES

Andrea Castagnola, 71, San Diego fisherman since 1906, died in San Diego in mid-September. Mr. Castagnola, born in Italy, was co-founder of the People's Fish Market and was a director of the American Tunaboat Association.

Among the tunaboats he built were the *Conte Bianco* and the *Conte di Savoia.* He also built the *Conte Grande,* which was taken over by the government during World War II and later sunk in the South Pacific.

TOWER'S
"FISH BRAND" NEOPRENE

There's never been a waterproof built that affords the protection that the new **TOWER'S FISH BRAND NEOPRENE** garments give fishermen. In addition to meeting the exacting needs of commercial fishermen for solid comfort, freedom of movement and durability, these waterproofs give special protection against oils, greases and ordinary acids.

For those not needing this extra protection there are available regular **FISH BRAND** *oiled,* and **ARROW BRAND** *rubber* garments made in all styles including jackets, pants, coats, aprons and hats. All good dealers carry these items or can get them for you.

For folder of styles and detailed information write Department PF.

NEOPRENE RUBBER

TOWER'S FISH BRAND
A. J. TOWER CO.
24 SIMMONS ST. BOSTON, MASS.
TOWER'S ARROW BRAND

45 ECKER STREET, SAN FRANCISCO, CALIF.

"THE HOUSE OF FRIENDLY SERVICE"
NORDBY
SUPPLY COMPANY

Nordby Supplies Every Marine Need

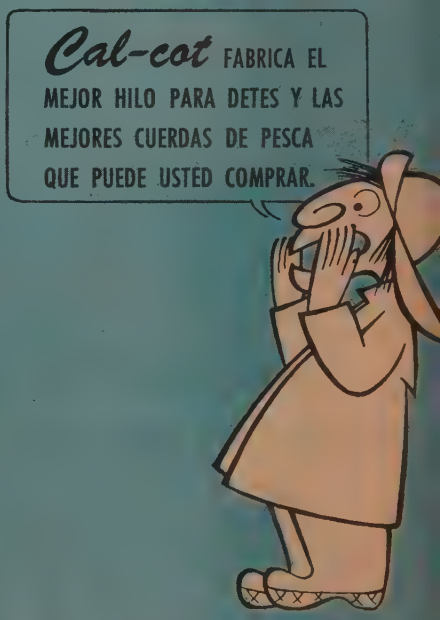
★Commercial Fishing Gear ★ Marine Supplies
★ Cannery Supplies

QUALITY
PRODUCTS and SERVICE

PAULS Locknot Netting Nylon - Linen - Cotton
PETTIT Marine Paints
WILLARD Batteries
CEDAR SEAL
SPONGE Rubber Floats
DURA-NETT Net Preservative
PAR Marine Radios
JABSCO Pumps
WALL Rope

COMPLETE STOCK OF MARINE SUPPLIES AND EQUIPMENT OF ALL KINDS

1300 WESTERN AVE., EL. 1354 SEATTLE 1, WASHINGTON
WATER STREET KETCHIKAN, ALASKA



... IN OTHER WORDS *Cal-cot* MAKES THE BEST SEINE TWINE AND FISHING ROPE YOU CAN BUY

REMEMBER *Cal-cot* MEANS CALIFORNIA COTTON MILLS

Cal-cot

SEINE TWINE and FISHING ROPE

Manufactured by—**CALIFORNIA COTTON MILLS, Division of National Automotive Fibres Inc., Oakland, California • Uniontown, Alabama**

ASTORIA—Beebe Company, 587 Bond St.

PORTLAND—Beebe Company, 504 S. W. First Ave.

SAN DIEGO—C. J. Hendry Co. 930 State Street • 2904 Canon Street

SAN FRANCISCO—C. J. Hendry Co. 27 Main Street • 496 Jefferson Street

SAN PEDRO—C. J. Hendry Co. 111-121 S. Front Street 764 Tuna Street

SEATTLE—Fisheries Supply Co., Pier 55 Fisheries Supply Co., 2412 Market

VANCOUVER, B. C.
Canada Net and Twine Ltd., 808 Powell Street
Western Marine Supply Ltd., 558 Powell Street

Moss Landing—Monterey Bay

George Otravodec of the *Panda* had the misfortune recently, of catching his finger in the fan belt of his engine with grievous results. Next day he was down on his boat again his hand swathed in bandages, ready to go fishing again.

* * *

New boat pullers were signed on in Moss Landing at a rapid rate during the big influx of boats here. When the fishing is good even the small boats need another hand to help with the lines. Stanley Galarce joined "Tex" Holdridge on the *Dorothy V.*, Jack Daniels is with Roy Dulaney on the *Penguin* and Wayne Coker went with Fred Sandness on the *Lincoln.*

* * *

Fishing is a family affair for the *Christina J.*, the *Frank Lowe* and the *Joanne.* These three boats brought in the first sizeable amount of tuna to port about the first of September. Willis Short of the *Christina J.* and Lucious Short on the *Frank Lowe* are brothers. Tracy Cribbins of the *Joanne* is a cousin of the Short brothers. Young Willis is with his father on the *Christina J.* and Jack Ray on the *Joanne* is Tracy's stepson. "We're a fleet by ourselves," said the men and we always travel together." They all live in Charleston, Ore., near Coos Bay and fish for crabs, all together in the winter time.

* * *

Pat Twitt, long time owner of the *Liberty* out of Moss Landing, brought the troller *Nesral,* up from San Diego to join the albacore fleet. Associated with Pat in putting the vessel into service is Alfred King who is staying shoreside while Pat does the skippering. When the boat was unloading recently, there was much conjecture about what the name *Nesral* meant. No one seemed to be able to make much out of it, until Wilbur Sandholdt, patrone of Moss Landing spoke up. "You fellows certainly don't know your Norwegian fishermen," said Wilbur. "Why *Nesral* is Larsen spelled backwards."

* * *

Mike Schroeder of the *Judy II* is another fisherman from the Northwest who has been converted to California. Mike has had his family at Rio del Mar all summer and after the season is over, he plans to build a home there and make the move permanent.

* * *

John Williams who sold his *Silver Shoals* to R. E. Hipple of Morro Bay, has purchased the *Albacore II* from Lee and Thelma Bothwell, who now own the *Lanola.*

EUREKA SALMON SEASON YIELDS SCANTY CATCH

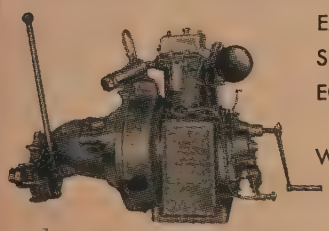
Markedly spotty from the outset last May, salmon operations out of Eureka were decidedly disappointing for the 1953 season, according to a partial roundup of statistics at the close of the period which disclosed a total catch of slightly more than 500,000 lbs. The figure is well below the 1952 catch estimated at 776,000 lbs., and continues a declining trend in production that has been in effect for several years.

The season opened in May with a price schedule of 27c per lb. for Chinook, 22c for Silversides, which held steady during June. Prices were slashed in July to 25c for large splitters, 22c for smaller Chinooks and 18c for Silvers. The prices jumped again in August to a peak of 32c for large Chinooks, 25c for small Chinooks and Silversides.

McDougalls on the Move

Mr. and Mrs. Karl McDougall—he is the owner of the *Blue Spray,* and Mrs. McDougall writes for *PFN*—are on a three-month vacation trip. First stop planned by the Newport Beach couple was a week at the California state grange convention in Santa Rosa. Motor trip across country brought them to Washington, D. C. and Burlington, Vermont. The trip will climax with a visit to Florida.

COVENTRY VICTOR MARINE DIESEL ENGINE



EASY COLD STARTING
SMOOTH RUNNING
ECONOMICAL—
COMPACT
WORKING PARTS
TOTALLY ENCLOSED

Fully Epicyclic Gear Box—2:1 Reduction
7 h.p. - 358 lbs. 9 h.p. 378 lbs. 12 h.p. - 408 lbs.

Complete Information on Request

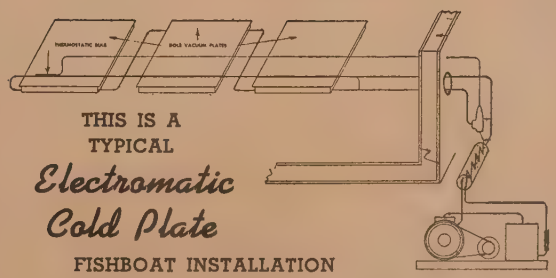
COVENTRY VICTOR ENGINES • BOX 106 • GARDENA, CALIF.

Above or Below the Waterline

NAVICOTE
One Coat White
Marine
Fisherman's Plastic
Finishes
Navicote (S.M.)

HART and BURNS Inc. Riverside, California
Manufacturers of DURAHART Protective Coatings Dallas, Texas

ICE HOLDING REFRIGERATION
by Electromatic



THIS IS A
TYPICAL
Electromatic
Cold Plate
FISHBOAT INSTALLATION

SAFE ECONOMICAL
SIMPLE TO INSTALL AND MAINTAIN

This equipment will not reduce the storage capacity of your boat. No freezer burned fish. Large holdover cooling capacity during layover periods.

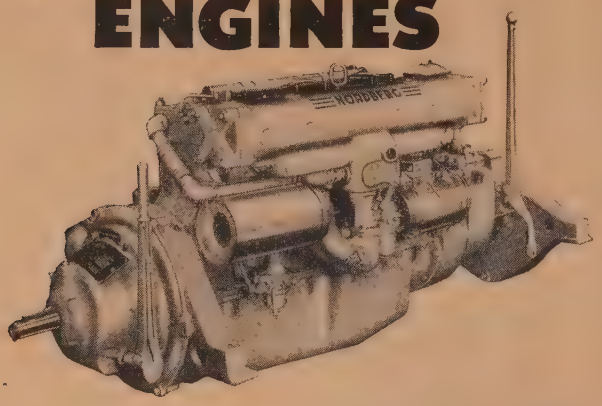
Compressor in engine room powered by main engine power takeoff or auxiliary.

CALL US FOR ESTIMATES AND DATA

ELECTROMATIC
SALES and SERVICE

2021 Third Avenue Seneca 3370
SEATTLE, WASHINGTON

NORDBERG ENGINES



. . . built to stand the gaff of tough fishing service

NORDBERG gasoline marine engines offer exclusive engineering and construction features that provide maximum fuel economy, minimum upkeep, and extra years of top-notch performance in the toughest kind of fishing service.

You don't have to take *our* word for it . . . just ask the skippers who have been shipmates with Nordberg power—they'll tell you that you just can't beat the reliable, low cost operation of Nordberg engines.

Get the facts about Nordberg before you decide . . . choose from six power-packed models . . . the *KNIGHT* (145 H.P. at 3200 rpm); the *TARPON* (130 H.P. at 3000 rpm); the *BULLET* (110 H.P. at 3400 rpm); the *MARLIN* (110 H.P. at 2500 rpm); the *ARROW* (95 H.P. at 3200 rpm); and the *BLUEFIN* (95 H.P. at 3200 rpm).

Clip the coupon for full details.

NORDBERG MFG. CO., Milwaukee 1, Wisconsin

NORDBERG
GASOLINE MARINE ENGINES

G1153-F PF

Nordberg Mfg. Co., Milwaukee, Wis.
Please send literature on Nordberg gasoline marine engines.

Your Name .....

Address .....

City ..... Zone ... State .....

INCREASE YOUR PROFITS

WITH THE

SURECHO

60 FATHOM DEPTH SOUNDER

NEW LOW PRICE

Registers to 60 fathoms or 360 feet. Compact . . Rugged . . Accurate . . For safe, efficient navigation, and greater fishing profits. Write for catalog.

K-W CORSAIR COMPASS

IDEAL FOR SMALL BOATS

OVER 13,000 IN USE

Built-in corrector system
Special red lighting
Versatile mounting bracket
Half point card also available

SEVERAL MODELS AVAILABLE

Manufactured by WILFRID O. WHITE & SONS, INC.
BOSTON 10, MASS.

WEST COAST DISTRIBUTORS

WASHINGTON and ALASKA: PACIFIC MARINE SUPPLY CO. 1223 Western Ave., Seattle
OREGON: OREGON MARINE SUPPLY CO., 235 S.W. 1st Ave., Portland
CALIFORNIA: WEEKS-HOWE-EMERSON, 255 Mission St., San Francisco 5—ETS-HOKIN & GALVAN, 551 Mission St., San Francisco—218 Avalon Blvd., Wilmington
NUTTALL-STYRIS CO., 825 Columbia St., San Diego
BRITISH COLUMBIA: EDWARD LIPSETT, LTD., 68 Water St., Vancouver

LINES and LEADERS

Graymarine Appoints New Seattle Distributor

Gray Marine Motor Company of Detroit, announces the appointment of Apex Marine & Equipment, Inc., in Seattle as distributors for Graymarine gasoline and Diesel engines in Washington, Oregon and Alaska.

Apex was formed for this purpose by James H. Chivall, who will direct the new company as president. Chivall is well fitted for this work by seventeen years spent in the marine engine field on both the East and West Coast; his background includes teaching, engineering, repairing and selling.

Gray's complete line of 16-180 horsepower engines for pleasure and workboats is well known to Chivall; he spent nine years working with Gray distributors and as a service engineer for the Gray company itself. He continued his marine education while serving with the U. S. Navy in both World War II and in Korea, from which he recently returned as a Lt. Commander.

The modern sales and service facilities of Apex Marine are located at 2830 Market Street in Seattle. A selection of Graymarine engines is displayed, and a complete stock of Gray service parts is available for immediate delivery or shipment.

James H. Chivall, president of Apex Marine and Equipment, Inc., now Northwest distributors for Graymarine.

Apex intends particulary to give prompt service to the needs of Alaskan boatmen.

Raytheon's New Pathfinder Radar Specially Suited to Fishermen

The Raytheon Manufacturing Company, in announcing its new Model 1500 Mariners Pathfinder radar equipment, offers a new product specially designed for smaller vessels, notably fishing craft. The new radar for fishermen is now available according to the managers of the Pacific Coast offices of the Raytheon Company at moderate cost.

The new radar has all the essential features of the larger models with a 10-inch scope and a bearing cursor and reflection plotter built into the machine. The receiver unit is small enough to be mounted on the forward bulkhead of wheelhouse or bridge, overhead or on a table or shelf.

With the reflection plotter vessel operators can keep a constant check on ranges, bearing, and courses of other vessels as well as keeping track of fixed objects on the shore.

The Raytheon Manufacturing Company has had its executives in the field introducing this new equipment to the marine industry. In recent weeks D. R. Hull, vice president in charge of the equipment division, Raytheon Manufacturing Co. and A. A. Farrar, manager of government contracts division have been on the Pacific Coast conferring with Roger Mackay, Seattle manager, Emile Rome, San Francisco manager and Len Lovett, manager at Los Angeles.

Skipper of a fishing vessel threads his way through narrow channels in fog or darkness by watching the picture on scope of his new "Mariners Pathfinder" radar, Model 1500 just announced for smaller vessels by Raytheon Mfg. Co.

Mr. Hull and Mr. Farrar also spent considerable time with Mr. Mackay on their Seattle visit making plans for the Seattle Boat Show and in contact with Seattle marine, industrial and commercial users of Raytheon products.

Power and Performance with Economy Features V-Imperial Currently Revealed by Chrysler

One of the most distinctive power packages ever introduced into marine propulsion is revealed by Chrysler Corporation, Marine Engine Division, in the Marine V-Imperial Special, which will be available to the public within a matter of weeks.

Declared "pound for pound the world's most powerful marine 8-cylinder engine," the new marine V-8 engine is to be released after five years of intensive engineering and testing, in which it was run in boats of many different types over a three-year period, operating in both fresh and salt-water. Many were even engaged in day to day commercial fishing operations. Careful performance records were kept of the new engine. In every case, under virtually every kind of operating condition, the record was the same: top performance, maximum efficiency, without increase in the rate of fuel consumption over that of less powerful marine engines.

The 200-hp. marine engine boasts a hemispherical-design combustion chamber and 7.2 compression ratio.

The new engine will fit virtually any hull capable of taking in-line six or eight-cylinder engine. It mounts on standard 22½" centers. With straight-drive, the engine measures 46⅛" long, 32½" wide and 20-5/16" high.

The completely water-proofed ignition system includes rubber-sealed spark plugs for additional protection against moisture.

The engine is available in 1.43, 2.04, 2.56, 3.17 or 3.95 to 1 reduction. Reduction gear housing can be mounted in four different positions, up, down or left, to fit any type of installation.

The Chrysler Marine V-Imperial Special will go on display at Chrysler Marine engine dealers' showrooms all over the country starting January 8.

Wm. I. Selover, right, Southwestern District Manager of the Sperry Gyroscope Co., celebrated his fortieth anniversary with the Sperry Corp. Oct. 12 at the Great Neck, Long Island home office. Congratulations by the staff were given by R. E. Erbentraut, left, manager of marine sales for the Sperry Gyroscope Co. Mr. Erbentraut recently completed a tour of the Pacific Coast, visiting Sperry offices on the western seaboard.

Here is Chrysler's new 200-hp. "Marine V-Imperial Special," which will be available at Chrysler marine dealers in January.

★ SELLING & BUYING ★

10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: 38-ft. Monterey-built (1945) "St. Expeditus" now called "Saint". Ideal seiner or Albacore. 45-hp Caterpillar main, 10-hp. Petter auxiliary. Gurdies, boom. Radio, iron mike, refrigeration. Priced right. In S. D. Write W. L. Mors, P. O. Box 1063, Del Mar, Calif.

FOR SALE: 21 lb. Northill and 18 lb. Danforth Anchors. Unused. Packed in original boxes. $18 each, freight paid. Phone: Nevada 6-2475. Co-Operative Pipe & Steel Co., 16800 South Alameda St., Compton 1, Calif.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FAR SALE: New boat, equipped for gillnetting, adaptable for trolling. L. 34', W. 9'6", D. 3'8". Roomy cabin, bunk, sink, cupboards. Seine-boat stern, red cedar planking. Well constructed. Less engine $4800. Will install engine to suit owner. Apply Martin Dull, Sea Island Boat Works, Sea Island, B. C., Canada. Phone Eves: STeveston 289R.

FOR SALE: Schooner "Alten," length 72', beam 18'2", Direction Finder, two way radio, Loran, Iron Mike. Fathometer. Fully equipped for dragging or halibut fishing. Twin General Motors Diesel 300 HP. Sam M. Scott, c/o Yaquina Bay Fish Co., 102 S. W. Bay Blvd., Newport, Oregon. Tel. 335.

FOR SALE: Campbell-House Shipyard and dwelling. Inquire P. O. Box 170. Wrantell, Alaska.

FOR SALE: 3 cyl. Atlas diesel. Model 9872. 6½" bore, 8½" stroke, 45 HP. Complete overhaul. 1716 H St., Eureka, Calif.

FOR SALE: Complete purse seine net with gear in good condition. Reasonably priced. See Domenick Jelusich at 3005 North 31st St., Tacoma, Washington.

DIESEL PARTS

FOR—GM & GRAY MARINE SERIES 71

5161023—R.W. Pump Impellers.....$ 5.85
5161025—R.W. Pump Shaft..... 5.95
5158614—R.W. Pump, 6 cyl. R & LH.... 65.00
Zinc Electrode ½"—55c; ¾" 1.00
Main & Conn. Rod Brgs. U & L..... 1.59
Send for complete Parts List #353

RODER-BLACKBURN
INTERNATIONAL CORPORATION
Dept. PF8, 149 Broadway New York 6

SEASIDE SUPPLY STORES, INC.
Complete Stock of Commercial Fishing Supplies
ADAMS NETTING
Make our store your Headquarters in SAN PEDRO
803 S. Palos Verdes TE. 2-7297
SAN PEDRO, CALIF.

General Motors INSTALLATIONS
SALES - SERVICE
SHORE LINE DIESEL MAINTENANCE
Pier 47, Ft. of Jones St., San Francisco
Phone: Graystone 4-2873

FORSTER SHIP BUILDING CO., INC.
SHIP BUILDERS—ENGINEERS
MARINE WAYS—REPAIRS
Foot of Ferry St. Terminal Island
Phone TE 2-4527

DOC FREEMAN'S
MARINE ENGINES EQUIPMENT HARDWARE
Surplus Chryslers—$550 to $1000.00. Special—Chrysler 4½-1 $700.00. GM Diesel Starters 12V $50, 32V $100. Chrysler Engine Parts—Light Plants—Conversion Parts—Jeep, Ford, Others.
999 Northlake Ave. EV 1500 Seattle

CHRYSLER MARINES—GOV'T. SURPLUS
Priced to Sell—Ready to Install
ROYALS 4½ to 1—$600. 2 to 1—$700
CROWNS 2½ to 1—$550. 2 to 1—$575
General Motors Blowers $150.00
STANDARD MACHINE WORKS
9707 S. Alameda—LO 9-1918—Los Angeles

In Southern California
NORDBERG GAS ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

In Southern California
CHRIS-CRAFT MARINE ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

COMMERCIAL FISHERMEN
In Mexican-Central American Waters
PACIFIC TOWBOAT & SALVAGE CO.
Offers Standby Salvage and Towing Service
Pier "C", Berth 20 Long Beach 70-6487
Long Beach 2, Calif. Cable Address: PACTOW "KANAK"—WA 6710

BLOWN OVERBOARD, GILLNETTER IS SAVED FROM FLAMES

When a gillnetter exploded October 26, a Fraser River fisherman, C. (Shorty) Lameux of Sunbury, near New Westminster, narrowly missed death. The explosion hurled him into the river and he had to swim 50' to safety.

Lameux was standing on deck when the blast ripped through the boat, owned by Tom Sjoblom. The flames swept through the vessel from stem to stern, destroying nets as well as the hull and engine.

Another fisherman, Steve Leginus, of Haney, was blown off his gillnet boat a few days previously and he, too, had to swim to shore. He was severely burned and was taken to a hospital.

MATT BABICH DIES

Cashmere Mathew Babich, 72, retired Grays Harbor fisherman, died September 21 in a Portland hospital where he had been undergoing treatment for a week.

He was born in Yugoslavia and came here in 1905. A deepsea and dragnet fisherman, he operated mostly out of Gig Harbor, retiring in 1946 because of failing health.

MERRY XMAS HAPPY NEW YEAR
FROM
Ballast Point **BROCK'S BAIT BARGE** San Diego

A name fishermen have trusted for more than 30 years
AL LARSON BOAT SHOP
General Machine Repair Work
Boat Builders
Terminal Island, Calif. TE 2-4521

LAST CHANCE!
They're Getting Scarce!
Surplus Graymarine (GM) 6-71 diesel engines. Reconditioned, modernized, with wide range of reduction ratios. Fully guaranteed.
COMPLETE STOCK OF PARTS
HALL-YOUNG CO.
366 Jefferson St., San Francisco
Fishermen's Wharf
Phone: PRospect 6-5520

THE FISHERMAN'S YARD
24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways • Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California

FELLOWS AND STEWART, INC.
Since 1896
STERLING AND KERMATH ENGINES and parts
BENDIX DEPTH RECORDERS—AUTOMATIC PILOTS
PROPELLERS Most sizes up to 40" in stock
FOR SALES AND PARTS call TE-33527
BERTH 206 TERMINAL ISLAND, CALIF.

Jack Moskovita Aids Brother's Boat Salvage

Brother helped brother recently on the northern California coast when the dragboat *Georgine M.*, out of Astoria, Oregon, went aground near Point Arena. The distress call was picked up by Jack Moskovita, Crescent City, skipper-owner of the dragger *Stephanie*, and brother of George Moskovita, owner of the *Georgine M.* who, however, was not aboard at the time.

Brother Jack drove overland to Point Arena and spent several days at the scene salvaging some $12,000 worth of equipment, including a newly installed motor.

ANDREW SIRA DIES ON VESSEL AT SEA

Andrew E. Sira, 58, co-owner of the halibut fishing vessel *Wireless*, died of a heart attack while at sea on a cod-fishing trip off Cape Flattery just before the end of October.

He had made his home in Seattle for 30 years, since coming from Norway, and was a well-respected member of the Fishing Vessel Owners Association.

MATT JUSSILA DIES

Matt A. Jussila, 64, retired Grays Harbor fisherman, died unexpectedly at Astoria September 29 while on a business trip to that city.

Jussila, born in Finland, came to the United States about 45 years ago and, with the exception of 10 years spent in Wrangell and Sitka, Alaska, had resided in Aberdeen since. He fished in Alaskan waters, off Grays Harbor and in the Columbia River before retiring about three years ago.

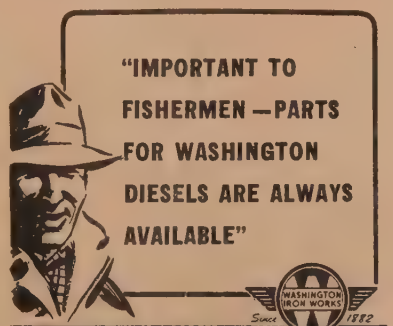
ALBACORE AT EUREKA VERY SCARCE THIS YEAR

Eureka fishermen landed less than 100,000 pounds of Albacore at the port this year, with the bulk of the catch taken in southerly waters off the Mendocino County coast and delivered at Eureka.

First deliveries showed up early in September, taken about 120 miles southwest of Humboldt Bay. However, after a brief flurry of activity, operations came to a halt until around the turn of the month when several fares were brought in, taken off Point Arena. Fishermen sharing in the catches, however, received a good price of $375 per ton, compared to $350 last year.

CRESCENT CITY FISHERMAN BURNED

Fritz Juchtzer, Crescent City fisherman, was seriously burned recently in an explosion and fire aboard his boat, the *Hike*. The accident occurred when Juchtzer was starting the engine aboard the craft.


"IMPORTANT TO FISHERMEN—PARTS FOR WASHINGTONS DIESELS ARE ALWAYS AVAILABLE"
WASHINGTON IRON WORKS
Since 1882
WASHINGTON DIESEL

ADVERTISING INDEX

Albina Engine & Machine Wks. 31
American Marine Paint Co. 34

Brook's Bait Boats 48
Bryant's Marina 49

California Cotton Mills 44
Chrysler Corp., Marine Engines 50
Coventry Victor Engines 45

Electromatic Sales & Service 45
Enterprise Eng. & Mchny. Co. 32
Enterprise Mfg. Co. 34

Fellows & Stewart, Inc. 48
Forster Shipbldg. Co. 48
Freeman, Doc 48
Freeman, Wood 33

General Motors Corp., Detroit Diesel Div. 42
Gray Marine Motor Co. 30

Hall-Young Co. 48
Harbor Boatbldg. Co. 48
Hart & Burns, Inc. 45
Heminway & Bartlett Mfg. Co. 38

Kettenburg Boat Works 37

Larson Boat Shop, Al 48
Linen Thread Co., Inc. 40

Mathers Supply Co. 49
McKinney Co., H. G. 48
Metal Marine Pilot 33
Murphy Diesel Co. 28

National Supply Co., Engine Div. 37
N C Marine 41
Nordberg Mfg. Co. 46
Nordby Supply Co. 43

Pacific Towboat & Salvage Co. 48

Roder-Blackburn Internat'l Corp. 48
Rudd & Cummings 33

Seaside Supply Stores 48
Shepherd Marine 41
Shore Line Diesel Maintenance 48
Sperry Gyroscope Co. 33
Standard Machine Works 48
Standard Oil Co. 36
Sudbury Laboratory 35

Tacoma Boatbldg. Co. 31
Thompson Engr. Co. 45
Tower Co., A. J. 43

Universal Motor Co. 49

Washington Iron Works 49
White & Sons, Wilfrid O. 46
Woolsey Paint & Color Co. 49

DOUBLE-SEAL PISTON RINGS ALL SIZES

MATHERS ENGINE CONTROLS A MODEL FOR EVERY JOB

MATHERS SUPPLY CO.

4826 EAST 43d · PLAZA 8999 SEATTLE 5, WASHINGTON

CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
APELCO
DIRECTION FINDERS

BRYANT'S Marina

1117 E. NORTHLAKE ME 0090
SEATTLE

STOP EXPENSIVE HAULOUTS!

Conventional bottom paints can't give you the longer-lasting fouling resistance of "TRADEWINDS" Anti-Fouling. Bottoms protected with this highly-toxic Woolsey formula *remain clean*...and this remarkably efficient repellent also insures excellent slip and smoothness. Repaint with "TRADEWINDS" and forget that mid-season haulout.

SERVING AT SEA SINCE 1853
WOOLSEY MARINE PAINTS ®

C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd St., N.Y. 17 N.Y.
Chiles Boat Co., 11333 Atlantic Blvd. ..... Lynwood, Calif.
Oregon Marine Supply Company, 235 S.W. First Avenue ..... Portland 4, Oregon
Pacific Marine Supply Company, 1217-1223 Western Ave. ..... Seattle, Washington
San Diego Marine Hardware, 1520 Indian Street ..... San Diego, California
Weeks-Howe-Emerson Company, 255 Mission Street San Francisco 5, California

For shipboard Electricity you can depend upon

Universal
True-Marine Electric Plants!

For a safe, sure, ever-ready source of electric power, choose a Universal; backed by over a half century of 100% marine engineering experience. They are smaller, simpler to install—with water-cooled models for every boat. Sizes from 250 watts to 35 KW, gasoline and diesel. All voltages, all types control. Write for complete bulletin.

UNIVERSAL MOTOR COMPANY

423 Universal Drive, Oshkosh, Wis.

Seattle—Pacific Marine Supply Co. • San Francisco—Thomas A. Short Co.
Los Angeles and San Diego—Shepherd Marine • Honolulu—McWayne Marine Supply Co. • Prince Rupert, Vancouver and Victoria—Edward Lipsett, Ltd.
Coos Bay, Oregon—Elfving's Marine & Builders Supply
Portland—Lee McCuddy's Columbia Marina

introducing

Chrysler Marine V Imperial Special...

pound for pound,
the world's most powerful
eight-cylinder marine engine

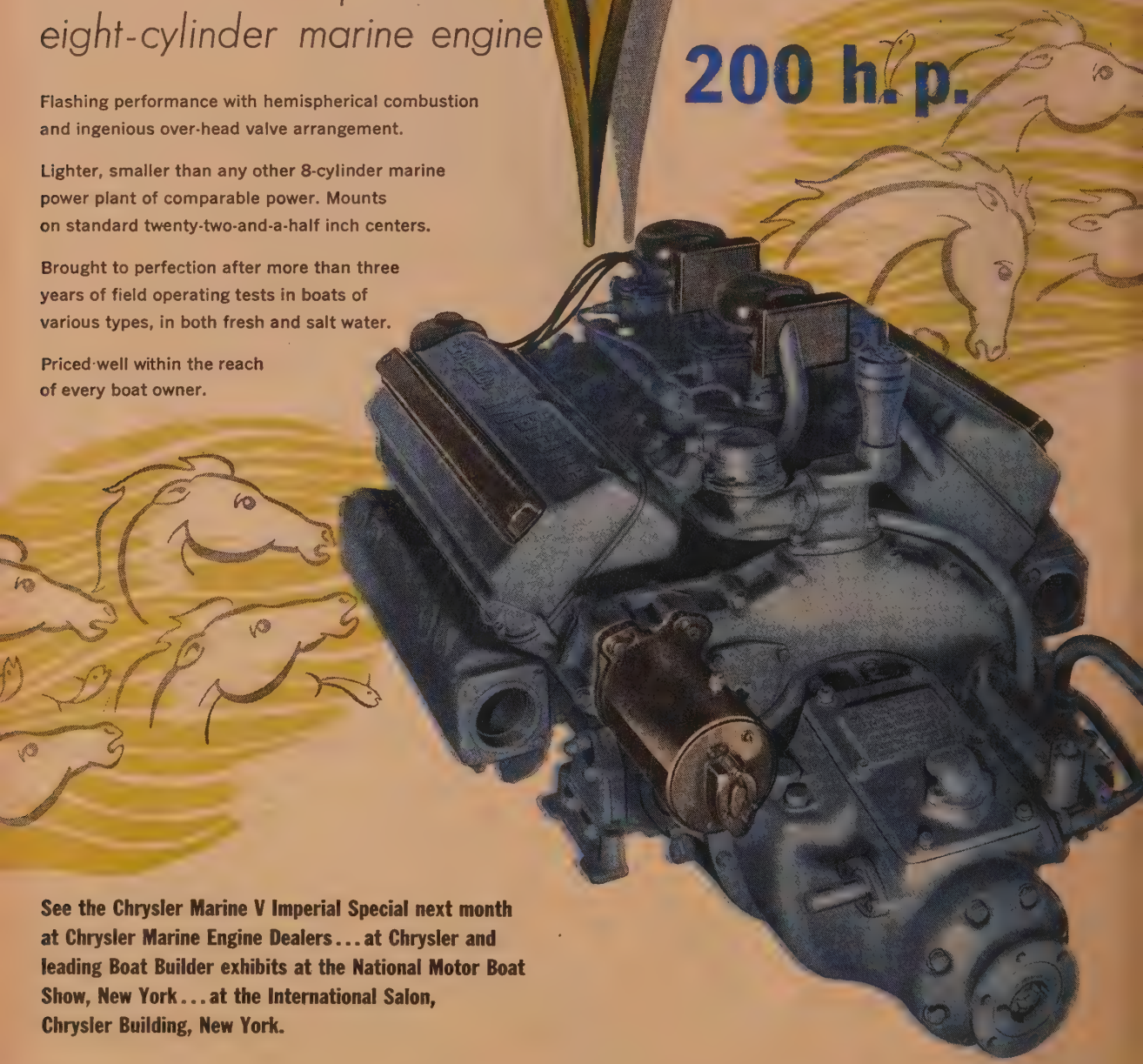
200 h.p.

Flashing performance with hemispherical combustion and ingenious over-head valve arrangement.

Lighter, smaller than any other 8-cylinder marine power plant of comparable power. Mounts on standard twenty-two-and-a-half inch centers.

Brought to perfection after more than three years of field operating tests in boats of various types, in both fresh and salt water.

Priced well within the reach of every boat owner.



See the Chrysler Marine V Imperial Special next month at Chrysler Marine Engine Dealers... at Chrysler and leading Boat Builder exhibits at the National Motor Boat Show, New York... at the International Salon, Chrysler Building, New York.

CHRYSLER

MARINE ENGINE DIVISION, CHRYSLER CORPORATION, TRENTON, MICHIGAN

Dan Pratt, Early P.F. Editor Succumbs

Daniel L. Pratt, who spent most of his mature life with the Miller Freeman publications, died in October at the age of 69.

While he was best known for his years as editor of *Pacific Motor Boat,* and for his long advocacy of yachting and boating, Dan Pratt was an early editor of *Pacific Fisherman,* having directed this journal through a number of its formative years.

He was a genial editor with saltwater in his blood. At his death, Nard Jones, editorial writer on the Seattle *Post-Intelligencer,* and a former editorial associate of Mr. Pratt's said of him:

"To skippers from Sitka to San Diego the name of Dan Pratt will evoke memories of over half a century."

Oceanic Up-Welling Cited as Fishery Key

New theories respecting the influence of oceanography on fisheries in the Pacific were discussed at the University of British Columbia recently by Dr. Koji Hidaka of the University of Tokyo, who has been working for the past year at the newly established department of oceanography at Texas A & M College.

He is concerned with the problem of "upwelling" of the ocean and its effects on the fishing industry, which he claims, is as important to the fishing industry as rain is to agriculture, for without it there would be no fishery.

Dr. Hidaka has worked out a mathematical equation which describes the relationship between wind force, frictional force and the earth's rotation.

If the problem can be resolved, Dr. Hidaka believes, scientists will know more about the conditions affecting the movements of tuna, and the mysterious appearances and disappearances of sardines and pilchards.

Expansion of High Seas Salmon Fishing Forecast

The next few years may see important developments in fishing operations beyond the continental shelf in the North Pacific, in the opinion of Dr. J. L. Kask, Canada's newly appointed chairman of the Fisheries Research Board, who made his first visit to the Pacific coast in his new capacity late in October.

Dr. Kask told *Pacific Fisherman* that while no one has so far determined the full extent of the Pacific salmon's wanderings in the Pacific, it is evident that the fish go far afield and Japanese have been catching them with gillnets so far from the Asiatic continent that Alaska fishermen are convinced that the salmon originated in Bristol Bay.

Dr. Kask declared that the main objective of the Research Board was to preserve and expand the resource and to this end many projects were currently under way, both biological and technological. In British Columbia the board had followed with satisfaction the rehabilitation of the Babine slide area and it was continuing its studies of the Skeena Sockeye run where, he explained, it was apparently necessary to have a larger escapement than in the Fraser to insure adequate stocking of the spawning grounds. The actual and potential effect of hydro-electric and other dams on the salmon resources of British Columbia rivers was also under continuing scrutiny.

Hope was expressed by Dr. Kask that development of atomic energy and the building of natural gas pipelines to the Pacific coast would lessen the demand on rivers for power purposes, and he was encouraged by the possibility that at least one proposed power project involving a Fraser River tributary might be held in abeyance or cancelled altogether because of the prospect of natural gas competition.

Although Dr. Kask was with the U. S. Fish and Wildlife Service before joining the Canadian board, his appointment was in the nature of a homecoming, because he is a graduate of the University of British Columbia and was formerly deputy director of the International Pacific Salmon Fisheries Commission.

Accompanying Dr. Kask to the coast was Otto Young, vice-chairman of the board, who was formerly with the staff of the Fisheries Experimental Station in Vancouver.

B. C. Herring Catch Best in Years

Herring fishermen in British Columbia have had a favorable season during the Fall months and had no difficulty in making the heaviest catches in several years, the total through October being 54,476 tons.

The strike in 1952-53 resulted in only a token catch, but the 1953 catch was four times as large as the herring harvest during the corresponding period in 1950 and twice as large as in 1949.

About 28,000 tons was taken in the Lower East Coast area, where the quota was quickly accounted for by a concentration of about 50 vessels.

At the end of November a total of 45,699 cases of herring had been canned, 7,900 tons of herring meal had been produced and herring oil production totalled 1,238,154 imperial gallons.

B. C. Pack 1.8 Million

Net fishing for salmon in British Columbia waters, with the exception of the Fraser and to a limited extent on the Naas, terminated for the season at the end of October, with the total pack 1,806,199 cases, one of the best in years.

While not quite as large as the pack in 1951, it had a much better representation of Sockeyes and Pinks whereas in 1951 the superiority was accounted for chiefly in the less favored Coho and Chum varieties.

At October 31 the pack of Sockeyes was 509,723 cases, or about 100,000 cases better than in the previous cycle year. The Pink pack, at 794,220 cases, was by far the biggest since 1930 and one of the largest on record. The Chum total was 378,005 cases. Cohos accounted for 107,518 cases.

Landed value of all fish in British Columbia in the month of September totalled $4,072,000, of which salmon accounted for nearly $3,750,000. During that month 43,000 pounds of salmon were landed, of which Pinks totalled 24,400,000 pounds, Chums 9,200,000 pounds and Coho 6,750,000 pounds. Landings were not comparable with those of the year previous due to the strike of fishermen that prevailed from September 6 to October 20, 1952.

Tom Wootton Retires

Having entered the salmon business in 1895 with the George & Barker Company on the Columbia River before that firm became a part of the Columbia River Packers Association, Tom Wootton retired in November at the age of 88, perhaps the oldest man active in the business.

After the formation of the Columbia River Packers Association, Mr. Wootton went to Nushagak for that company in 1908, and continuously thereafter for many years as superintendent of the C.R.P.A. cannery on the Nushagak.

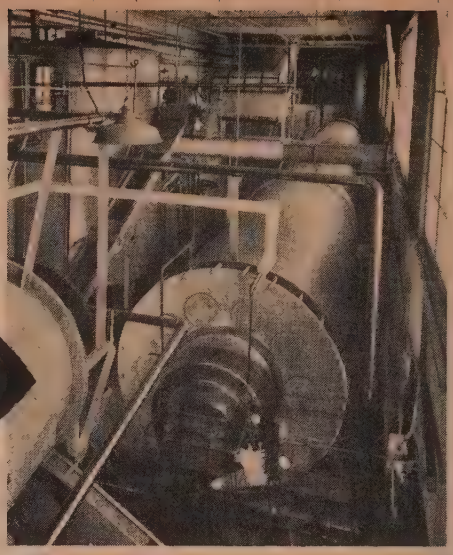
His son, William B. Wootton is vice president and Alaska superintendent of the C.R.P.A., having gone to Bristol Bay first in 1910.

2% to 5%
PROTEIN GAIN

2½%
MEAL GAIN

WITH STANDARD
LOW TEMPERATURE
FISH MEAL DRYERS

Low temperature dryer at Pan Pacific Fisheries, Terminal Island, Calif.



Complete Fish Processing Equipment

Retorts with quick closing doors

Conveyor type packing tables

Air conveying and sacking equipment

Cookers and presses

REAL PROFIT FROM

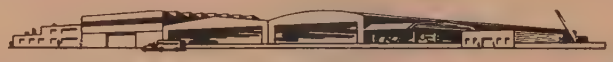
1. HIGH PROTEIN MEAL 2. OIL, LOW IN FREE FATTY ACID 3. CONDENSED SOLUBLES

There is no waste with a STANDARD Fish plant. You'll not only profit more from high protein meal . . . A STANDARD plant assures you peak delivery of top quality low moisture low acid oil and free flowing condensed solubles.

Actual laboratory tests prove that STANDARD low temperature drying produces up to 2½ % more meal with at least 2% more protein than high temperature drying. Low temperature does not degrade or burn protein. Eliminates expensive vapor incinerators. STANDARD low temperature dryers comply with rigid air pollution requirements.

Write today for illustrated bulletin.

STANDARD



STANDARD 52 YEARS 1902 1954 STEEL CORPORATION

STANDARD STEEL CORPORATION
5013 BOYLE AVE., LOS ANGELES 58, CALIF.

F5

SAN JUAN BRAND

TRADE SAN JUAN COPYRIGHTED MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 4, U. S. A.**

REVISION REQUESTED FOR SHRIMP NET REGULATIONS

Result of seasonal developments in shrimp operations off the northern California coast, fishermen and operators at Eureka have joined in a movement to bring about a revision in the California State Fish and Game Regulations relating to the type of nets used in the operations.

Principal complaint of the Eureka group lies in the contention that the existing regulations are unfair in that they prescribe the use of the 10 and 20' "beam" trawls with 1⅛" mesh in the shrimp fisheries. Commenting on this regulation, Tom Lazio, president of the company that bears his name, declared:

"The beam trawl is a product of the dark ages. It's completely impractical for shrimp and prawn fishing. If something isn't done about replacing it, shrimp fishing will never be successful here."

Lazio, incidentally, has been one of the leading figures in exploratory and tentative development of shrimp operations along the northern California coast, and has been handling and marketing deliveries in some quantity.

Lyle Bennett, Eureka fisherman who has had wide experience in shrimp fishing, described the beam trawl as "a noisy, cumbersome hunk of junk—no good for shrimp or prawns, because it has no spread or pull and because the 'runners' at the sides of the net are so loud that no self-respecting shrimp will stick around long enough to get caught." (The beam trawl has been used on similar shrimp in Alaska for many years.)

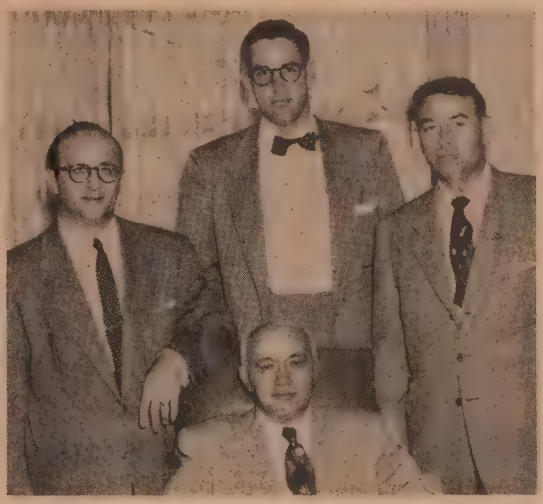
Many fishermen and dealers maintain that a substitute for the beam trawl is necessary, one suggestion being a variation of the otter trawl now used for bottom fishing, with a 2" mesh replacing the 5" apertures.

On the other hand, William Ripley, assistant chief of the Marine Fisheries of the State of California, contends that the otter trawl with 2" mesh cannot be used in conformity with conservation policies, since it would endanger small species of marine life.

"New St. Joseph" Sold

The well known San Francisco purse seiner *New St. Joseph,* formerly owned by Sammy Tarantino, has been sold to Oakland Fisheries, Oakland, Calif., wholesale fish house.

New St. Joseph has been repowered with a Union diesel engine and equipped for dragging. She will fish for flat fish out of Eureka, delivering to the Tom Lazio Fish Co. at that port. Oakland Fisheries, a partnership in which Joe Lazio, Tom Lazio, and Frank Balestrieri are partners was formed in 1945.



The new office building of California Marine Curing & Packing Co., Terminal Island tuna, mackerel and sardine canners, and the J. M. Barry Co., exclusive sales agent for the company's products, foreign and domestic; and seated, Max J. Gorby, president; left, Jack Dinnerstein, comptroller; H. A. Garbanati, sales manager, J. R. Barry Co.; and J. R. Barry. Absent from the picture is Jack Gorby, vice president, California Marine Curing & Packing Co.

More Mexican Shrimp

The Mexican Pacific shrimp fishery was estimated to be around 25% ahead of the same period—August 1 to November 1—of last year and hopes were high for a strong comeback for this industry.

A number of changes in U. S. importers for the various freezers from the northern coast of the Gulf of California to Mazatlan were noted.

Marine Products Company, San Diego had contracted with a number of large freezers to pack its "Ocean Garden" brand, both in 5-lb. wholesale cartons and the 12 oz. consumer package. These included:

Pesquera de Topolobampo, Topolobampo, Sin.; Productos Marinas de Guaymas, Mariscos Congeladora de Guaymas; Amadores del Pacifico, Guaymas, Son.; Productos Congelados de Santa Clara, El Golfo, Son.; Empacadora Calidad, La Reforma, and "Mar Bermejo," Santa Rosalia, Lower Calif.

A new concern, headed by the well known Jack Willis, opened at San Diego under the name of Crest Importing Company. This concern had contractual arrangements with several freezers at Guaymas and Mazatlan.

Pesquera E Industrializadora de Guaymas, Guaymas, headed by Hector Ferreira was believed still under the banner of Rubenstein & Sons, Dallas, Tex.

Wilbur Ellis Co., Los Angeles and San Francisco, were taking shrimp from Congeladora del Union, Mazatlan, Sin., from Cia de Productos Congelados, Guaymas and probably several others along the west coast of Mexico.

Wiegardt Bros. Build Oyster Handling Dock

Wiegardt Brothers, pioneer Willapa Harbor oyster growers and canners, this summer built their own unloading dock on their property about two miles south of the cannery location at Ocean Park, Washington.

The Wiegardt oysters for years have been unloaded over the County dock at Nahcotta, but the fact that this year that structure has been condemned and may possibly not be available for this purpose led the Wiegardt interests to construct their own dock and facilities in order that there might be no possible interruption of their operations, which include the

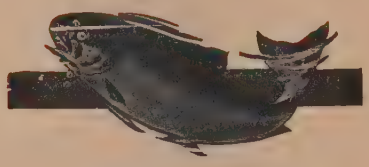
A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

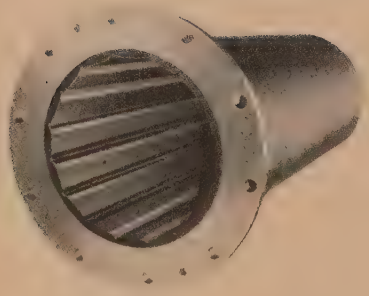
CANNED SALMON



Cable Address:
"NAECO" All Codes

Make Fishing Pay

Van Camp Sea Foods Tuna Clipper WHITE STAR is Cutless Equipped



Soft Rubber Water Lubricated

Increase your profits through savings. Savings made possible only by Cutless bearings—the soft rubber, water-lubricated bearing that outlasts all other bearings 15 to 1. Longer bearing life cuts drydock time and expense—less shaft wear, too. Lower operating costs means more profits for you.

Large west coast stocks popular sizes. Factory stocks to 10-inch shaft size available overnight by air.

See your ship repair yard, marine supplier or write to—

LUCIAN Q. MOFFITT INC.

AKRON 8, OHIO

Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT

The new home of Norfish Sales Co., 505 Cedar St., Oakland.

Norfish Sales Co. Has New Home As Firm Turns 20

Just 20 years ago Norfish Sales Co., Oakland, was founded, and during those two decades the company has compiled an imposing record in the sale of sea foods, and in growth of service.

For example: sales the first year—$50,000. Sales in 1953, $4,000,000. From one employee in 1933 — the founder, T. Neil Taylor—to 12 employees in 1953. From five accounts in 1933 to 15 major accounts in 1953.

And now, as a fitting milesone to this 20 years of growth, the company occupies one of the Pacific Coast's most modern and up-to-date plants for the handling of frozen sea foods at 505 Cedar St., Oakland, Calif. It's a lot different than the 6 x 12' cubby hole that was the company's first office with National Ice & Cold Storage Co., Oakland, in November, 1933.

Behind the company and its executives is a solid background of knowledge of the fish business. Neil Taylor started in the fish business during school vacations as an assistant bookkeeper for the Burke Fish Co., Portland, Ore. This firm was headed by Joseph R. Burke, who also owned a series of salmon canneries and fish receiving stations on the Oregon Coast. Neil went to the University of Orgeon, earning his way through and working during the summers for the Burke Packing Co., as Mr. Burke's enterprise was later known.

T. Neil Taylor, president; Charles P. Kearney, vice-president; E. J. Petersen, packaged frozen sea food line, and Gilbert G. "Gib" Taylor, treasurer, Norfish Sales.

After graduation Mr. Taylor went to work full time for the Burke plant at Newport, Ore. Then came the depression! Things were tough all over, and Neil was mighty glad to run into C. H. Buffington, an attorney and former partner in Mr. Burke's enterprises. Mr. Buffington asked him if he would be interested in starting a fish brokerage business in San Francisco.

First Capital: $120.00

Mr. Taylor leaped at the chance. With $10 of his own, $10 he borrowed from a friend, and $100 that Mr. Buffington put up, plus the name "Norfish Sales Co." that Mr. Buffington coined, Neil climbed aboard his Model A Ford and head for the Golden Gate.

Oakland was picked as a spot to start the business because there were a number of growing fish houses serving the East Bay at that time. The first day Mr. Taylor opened for business, some quotations came in from Oregon, and he made some sales.

Mr. Taylor remembers vividly that among his first customers were Joe Pucci, Joe Pucci & Sons; Phil Crivello, American Fish Co., and Nino Pepetone, Pacific Fish Co., all of Oakland.

In 1934, Mr. Taylor hired his first employee — his wife Dorothy. Next year his brother, Gilbert G. "Gib" Taylor, came down from Portland and joined the firm. In 1936 they were

call
GLENCOURT
1-8567

selling products of the sea since 1933

Norfish
SALES COMPANY

505 CEDAR STREET, OAKLAND 4, CALIF.
Telephone GLencourt 1-8567
Teletype OA175-OA176
P. O. Box 186

joined by Fred Hollenbeck, an old college friend of Neil's. At that time Norfish Sales Co., was made a partnership, and it remained that way until 1947, when Fred Hollenbeck retired from the fish business. Norfish Sales Co. then became a corporation.

New Plant Marks 20 Years

In 1941 the company moved to a modern and up-to-date plant at Fifth and Grove Sts., Oakland, where it remained until the 20th anniversary move to the new plant at Fifth and Cedar Sts.

Polar Freezer, Inc., purchased the land on which the new site is located, and built the building, where Norfish leases 90% of the office space, and 75% of the cold storage space.

Polar Freezer started construction of the building in February, 1953, and Norfish moved in in August of this year. The building is 40 x 160 of frame and stucco construction on a concrete slab.

It is a real "push-button" plant, and as completely automatic as possible. All controls are located on a big Cutler-Hammer switchboard.

Refrigeration is supplied by two ammonia Kohlenberger compressors, manufactured by Kohlenberger Engineering Corp., Fullerton, Calif. These are 6 x 6" two cylinder, VSA type, Model M. The plant was designed, engineered, and built by Chalmers Tefft Co., Oakland, who also sold and installed the refrigeration system.

The refrigeration system is known as a CTCO Frigidfluid system. Refrigeration in the four cold rooms is accomplished by high velocity Frigidfluid pumped through the ceiling mounted heat exchanger.

As an added feature to the sharp freezing room there is a Kohlenberger sharp freezer blower coil that is refrigerated by the use of direct expansion ammonia, and after sharp freezing is accomplished, the sharp freezer is then converted to a low temperature freezing storage room.

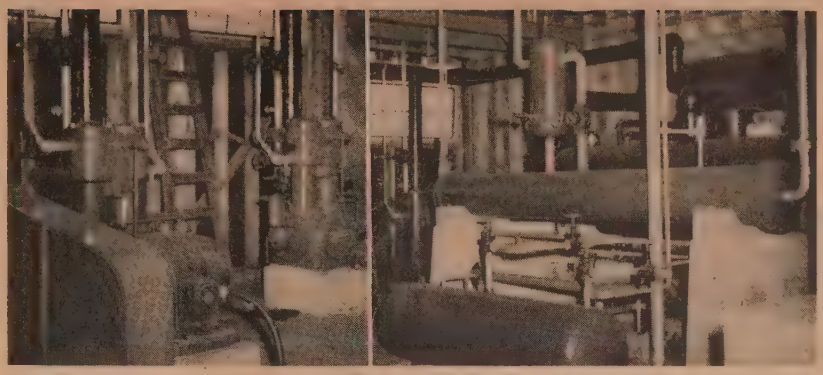
This conversion is done by push button control, as mentioned above.

Refrigerated Facilities Ultra-Modern

There are four cold rooms. A 14 x 20' chill room, a 14 x 30' sharp freezer, and two 21 x 40' cold storage rooms. The chill room temperature can go from plus 33° down to plus 20° F. The sharp freezer, minus 8° to minus 25° F, and the low temperature rooms minus 8° F.

All rooms can be used as storage freezers if desired. This is accomplished by manipulation of automatic mechanical controls, activating a system of electrical circuits from the switchboard, where the push buttons are located.

The cold rooms are insulated with corkboard 4" ceiling, floor, and walls in the chill rooms, and on the ceiling, floor, and walls of the low temperature rooms 8" of corkboard.



The new refrigeration machinery room, right. In the foreground is the receiver, and in the background are the condenser and brine cooler. At left are shown the two Kohlenberger ammonia compressors (one of which shows in the background of the other picture) 6 x 6", two cylinder, VSA type, Model M.

The floors of the refrigerated rooms are "sandwich" type, to prevent freezing below the floor level. A multiplicity of air vents are used that run full length of the cold storage area.

Loading platforms are at ground level, and there are pass doors to the holding rooms so that the large doors, which are Jamison and have double swinging doors, need not be opened to admit merchandise. Each one of the refrigerated rooms has a thermometer on the outside, giving the interior temperature, and these thermometers are checked twice daily.

The plant has a capacity of 500,000-lbs. of frozen fish.

Merchandise is transported and loaded into the cold storage rooms by the use of hand trucks and roller conveyors. Unloading from the trucks is accomplished by powered roller conveyors.

The plant is also served by a spur railroad track.

In the front of the building are 2,000 sq. ft. of executive offices, sales offices, and accounting department. These are especially attractively furnished and decorated. There is also a well equipped kitchen.

Plenty of off-street parking, and room for expansion has been left on the large lot occupied by the plant.

Personnel and Principals

Officers of the Norfish Sales Company are: T. Neil Taylor, president; Charles P. Kearney, vice-president, and Gilbert G. Taylor, treasurer.

Charlie Kearney is in charge of sales of fresh and frozen bulk sea foods. E. J. Petersen is sales manager of the packaged frozen sea food line.

Mr. Kearney joined Norfish in 1947. He had been in the fish business in Portland with J. E. Lawrence Co. for 17 years.

Mr. Petersen, also is a veteran of the fish business. He was, before joining Norfish in 1950, Pacific Coast representative for 40 Fathom Fish Co.

Among the principal lines represented by Norfish Sales Co. are: New England Fish Co., bulk fish, and institutional package items; Homa Packing Co., frozen shrimp and oysters; Whiz Fish Products Co., fresh Pacific Coast fish; Rock Point Oyster Co., Bellingham, fresh oysters; Morgan City Canning Co., canned shrimp and oysters; Rose City Oyster Co., fresh oysters; Light House Oyster Co., frozen consumer packed oysters; J. R. Clegg Shrimp Co., Texas shrimp; Rubenstein & Son Produce Co., frozen shrimp; L. A. Dunagan Co., and Pesquera E Industrializadora de Guaymas, S.A. (Guaymex brand) frozen Mexican shrimp; and Blue Point Co., Inc., eastern clams and oysters, fresh and frozen.

Ecuador Moves Toward Easing Tuna Controversy

Ecuador last month was reported ready to settle its long-standing controversy with American fishing fleets on tuna and bait operations off its coast. The State Department was recently advised the Upper House of the Ecuadorian legislature had taken the initial step.

This urged the government to take more favorable action on recommendations coming out of a U. S.-Ecuador conference last April. Then it was proposed U. S. west coast tuna-fishing vessels be permitted to renew Ecuadorian fishing licenses by radio.

It was also suggested that the U. S. vessels be allowed to fish for tuna and bait along the Ecuadorian continental shelf. (In the past Ecuador authorities had seized American vessels operating off her shore, far beyond the three-mile territorial limit recognized by the U. S.)

Before definite results can take place, Ecuador's lower house must approve the recommendations and then the executive branch act favorably on them as interim measures, pending a full-scale U. S.-Ecuador conference, probably in Washington, D. C.

Dehn & Co., Inc. Invites U. S. to "Salmon Dinner"

SALMON DINNER made the American menu late in November when Dehn & Co., Inc., introduced this new ready-to-serve, hot-or-cold seafood product in the Dallas-Fort Worth market area of Texas.

As production develops, this salmon-peas-macaroni dish packed by Marine Foods Packing Co., Seattle, will be given national distribution. It is offered as "Honey Boy Salmon Dinner," utilizing Dehn & Co.'s. famous salmon brand name.

"Salmon Dinner" introduced a new salmon product to the market; and a new phase of operations to the salmon industry. Basically, it is a carefully proportioned, thoroughly blended, fully flavored combination of skinless salmon, divided into bite-size portions; uniform, short lengths of cooked macaroni; green peas; vegetable oil; salt, and monosodium glutamate.

Texture is firm. The contents of the can stands without slumping, yet the salmon, peas and macaroni separate readily with a fork, not having been softened by the cooking process into an homogenous mass.

The product is packed in No. 300 cans with 15 oz. net weight.

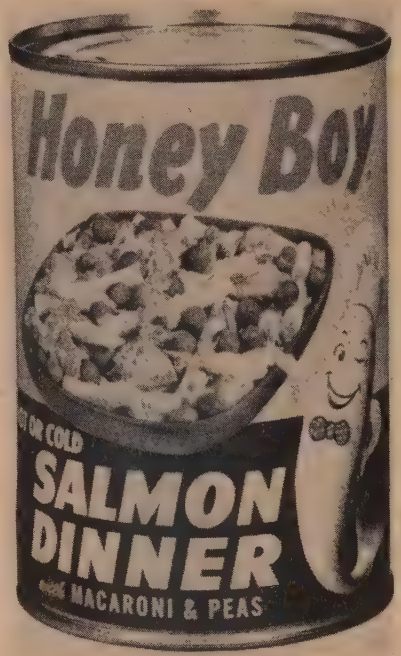
"Salmon Dinner" is being canned in Seattle, at present using a rented plant; but Marine Foods Packing Co. is preparing to establish its own facilities.

The packing company is headed by Karl A. Dehn, with his son K. Alan Dehn as vice president in charge of sales and promotion. Others interested include F. R. Steele, Kenneth L. Williams and Dr. Waldon H. Hastings.

Dr. Hastings is a chemical engineer and food technologist who developed "Salmon Dinner" and has full supervision over the company's research and production activities. He joined Marine Foods Packing Co. after five years as head of the Department of Technology at the University of Washington School of Fisheries.

The "Honey Boy" label under which "Salmon Dinner" is being marketed is an adaptation of the widely known canned salmon label of the same name, with a chef's white hat replacing the yachting cap on the head of the "Honey Boy" character. A natural color reproduction of the ready-to-eat product features a label which is yellow above and blue below, with the brand name in red. Ted Workman Advertising, Dallas, handles promotion.

Recipe panels on the label recommend serving "Salmon Dinner" hot as a casserole or fried in croquets—both with appropriate additives; or chilled



with vegetables as a seafood and vegetable salad.

However, it is to be supposed that "Salmon Dinner" will go to the table most frequently with no more preparation than mere heating in a sauce pan. Tests show that it heats without sticking and without cooking to pieces; and that the full flavor of the salmon is carried pleasantly by the macaroni and the peas.

In announcing introduction of "Salmon Dinner," Alan Dehn, promotional sales manager of Dehn & Co., Inc., outlines the company's thinking and objectives thus:

"For a long time we have felt that a quality salmon product of this nature has been needed and desired by millions of busy American housewives. A great deal of money, careful though, and months of research have gone into our new 'Honey Boy Salmon Dinner'; and now we believe that quick public acceptance will support our conviction that we have the right product—at the right price."

The "Salmon Dinner" enterprise gives effect to the thinking of technologists and merchandisers that the market for salmon and the economic recovery from a given quantity of fish can be broadened by the development of ready-to-use products with a "convenience quotient" which capitalizes upon the unquestioned trend of today's American food market toward providing foods which are fully prepared, quick, easy and convenient, and which at the same time provide a balanced meal, attractive in appearance as well as in flavor, and nutritionally adequate.

Drenched Divoteers Elect John Lauc

John Lauc, of the Kayler-Dahl Fish Co., Inc., was elected president of the Seattle Fish Divoteers at that organization's fifteenth annual fall golf tournament October 9 at the Rainier Golf and Country Club.

Other new officers for 1954 are John McCallum, McCallum-Legaz Fish Co., vice president, and Ralph Syverson, of the San Juan Fishing & Packing Co., secretary. Bernard Anderson, of the Talbott Carroll Co., Inc., was relected treasurer.

Despite a driving rain, 118 golfers turned out for the afternoon play, while 160 were in attendance at the banquet in the evening at which President Jack Pierce, of the Whiz Fish Products Co. presided. H. N. Peterson, of the Alaska Steamship Co., as master of ceremonies, presented the day's prizes and permanent awards.

The Royal Mail Line trophy for low net in the first division went to Glen Groth, Kadiak Fisheries Co. Stan Dec, D. K. MacDonald & Co., took low gross honors in the first division.

Philip LeDuc, Fibreboard Products, Inc., was the winner of the Bob Finke trophy for low net in the second division. Low gross in this division was won by George Treadwell, Port of Seattle.

The Blue Star Line trophy for low net in the third division was carried off by James Stephens, Oceanic Sales Company; the award for low gross going to J. G. Blasingame, Washington Fish & Oyster Co.

The fall tournament was staged under the able direction of Ray Wallitner, Nickel Plate Road, assisted by Charlie Sherriff, B. R. Anderson & Co.; Bob Dignon, Northern Products Corporation; J. D. Givin, Delaware, Lackawanna & Western Railroad; Clare W. Kidd, National Bank of Commerce; and H. T. Ferguson, Pacific Atlantic Shippers Association.

The sponsors committee was headed by Steve Kipper, Can-Go Shippers Association, assisted by Walt Meredith, Kelley-Clarke Co.; J. G. Blasingame; Edward Verner, Leslie Salt Co.; Paul Deardorff, James Farrell & Co.; and Randall Beard, New England Fish Co.

Entertainment was arranged by Ralph Syverson, chairman, assisted by Philip LeDuc. Joe Brennan, Talbott Carroll Co., Inc., as usual, did an efficient job of handicapping.

A Model 129 Pacific diesel has been installed in the Unione II out of San Diego for auxiliary purposes. The same model has been placed in the Husey, also out of San Diego. The Little Star of San Pedro is using a new Pacific diesel for propulsion: a Model 265, 3:1 reduction.

FOOD FISH MARKETING
Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

December 1953

5-Star Salmon Promotion To Support Lenten Sales

FIVE-STAR Salmon special for the Lenten season will peak the winter promotion and market development program of Canned Salmon, Inc., it was announced to Pacific salmon canners at the mid-November meeting of the Association of Pacific Fisheries.

The related product promotion, in which expenditures will reach close to $1,000,000, will be launched January 4. It will be built primarily around a newly-developed main-course dish, costing approximately $1 and capable of feeding a larger-than-average family.

Products linked with canned salmon in this recipe are: Pet Milk, Elbow Macaroni, Kraft Cheese and Campbell's Cream of Celery soup.

Details of the program were presented to the salmon canners by George Anderson, who handles the salmon promotion in the New York office of its agency, Dudley, Anderson and Yutsey; Herb Nelson, manager of the Seattle office of the agency; and Don Callahan of the Can Manufacturers Institute, which is one of the key organizations cooperating in the special promotion, an institution without which the undertaking could not have been gotten under way.

Beside the direct participation of the Can Manufacturers Institute and of the participating related products, the Five-Star Salmon Special will be supported widely by advertising and services of the U. S. Steel Corporation; The Steel Industry, Inc.; National Macaroni Institute; Evaporated Milk Association; Roger Bell Retail Service.

The salmon canners were shown advance proofs of a variety of sales helps which will supplement the magazine, newspaper, radio and television advertising, as well as Food Page features in newspapers throughout the entire country.

The first six months of the Canned Salmon, Inc. campaign were presented by Mr. Anderson and Mr. Nelson in a demonstration of results which won warm comment from the canners supporting the program.

Big Tuna Carryover Needed

Southern California's inventories of canned tuna as the year drew to a close, totaled to around 2,000,000 cases. As the industry was selling all it packed during the latter months, packers considered the warehouse stocks as only partial insurance against supplying the national trade during early 1954.

While Southern California canners planned to import from Japan's new Albacore season, and expected larger tonnage in Yellowfin next year, early-year catches by the domestic fleet are not figured to be large enough to meet the demand. Thus the industry believes it will have an urgent need for the carryover of 2,000,000 cases.

In mid-November it did not appear the California industry would exceed its total pack of just under 8,000,000 cases. However, with all the clipper fleet at sea at that time coming home for the holidays the two-month total last year of 24,000 tons could be exceeded, but not by important tonnage.

It is probable the entire U. S. tuna pack will exceed 10,000,000 cases and with canned imports reaching around 2,000,000 cases, the total will be considerably more than the country consumed this year, estimated at slightly more than 10,000,000 cases.

Imports from Japan, Africa Bolster Sardine Supply

The southern sardine season, opening October 1, but delayed some 12 days due to a disagreemnt over price —it was finally agreed at $100 per ton—produced only 1,692 tons, and from this, 39,857 cases were packed.

Convinced there may be a season or two's delay until this Southern California fishery makes a comeback, packers were filling their orders from canned imports, mainly ovals in tomato sauce.

There were two sources of supply, Japan being the larger—South Africa the other. From Japan more than 1,000,000 cases came in. Opening price laid down, C.I.F. west coast was $10.50 per case. This dropped by degrees to a reported low of $7.50 by early November.

Somewhere between 300,000 and 400,000 was committed from canneries along two sections of South Africa's coastline. One was the Walvis Bay area, which is 300 miles north of Capetown; the other the combined St. Helena & Saldanha Bays district.

Japanese Tuna Freight Rate Is Cut Sharply

Frozen tuna shipping costs from Japan to the Pacific Coast of the United States were cut sharply just before the end of October when a six-months revision to $55 per ton was announced. Previous rate ranged from $61.75 to $67.

Oceanic Sales Co. Gets Union Co-Op. Exclusively

Appointment of the Oceanic Sales Co. of Seattle as the exclusive sales agent in all markets for the Union Fishermen's Cooperative Packing Co. was made in October by Jack E. Salmon, president of Oceanic.

The Union Fishermen's Cooperative Packing Co. has been operating on the Columbia River for more than 50 years, and its brands — particularly "Gillnetters' Best" — are among the best known in the business.

"We feel sure our customers and brokers will appreciate our appointment, as it serves to add a complete line of Columbia River salmon, from one of the outstanding packers, to the Alaska and Puget Sound salmon we have been offering," said Mr. Salmon.

Pacific Fisherman's
CANNED FISH HAND-I-BOOK
To be Issued in Second Edition

In 1950 *Pacific Fisherman* published its "CANNED FISH HAND-I-BOOK," which more than any other fishery publication before or since seemed to meet the information needs of the fishing industry.

Demand for the First Edition was widespread and extra printings were required, until more than 25,000 copies were distributed, in addition to those published in the 1950 *Yearbook*.

Ever since the supply of Hand-i-Books became exhausted and the issue went out of print we have been urged by the industry to prepare and publish a Second Edition.

So general and so insistent has this demand become that we have embarked upon the preparation of a Second Edition, which will be published in connection with the 1954 *Yearbook*, and will be available in the form of separate copies immediately after the *Yearbook* is issued.

In view of the industry's interest in the matter, we are studying the Second Edition very closely. It will be far more than a reprinting, and will be in effect a Second Edition, incorporating the ideas suggested by many men in the industry over a period of four years, plus refinement of the original material and the addition of current statistics and technological information.

As a number of companies urging us to undertake this Second Edition have requested that it be printed in such a way that quantity purchasers could identify it with their business for distribution, we are preparing to publish it as a 32-page book with "self cover." This makes approximately 50% reduction in cost, and at the same time will permit purchasers to add their own covers if desired.

Prices for the Hand-i-Book in the form described above will be:

1 to 24 copies	20c per copy
25 to 99 copies	17c per copy
100 to 999 copies	13c per copy
1,000 or more	10c per copy

We are prepared to assist purchasers who may want a special cover, perhaps with their *Yearbook* advertisement on the back. Such covers can be prepared and binding completed by our printer. If you will submit your ideas and outline your requirements, a cost estimate will be furnished promptly.

Covers furnished by the customer can be bound on the booklets in our plant at $15 per M. All prices are f.o.b. Los Angeles printer or Miller Freeman Publications office, Los Angeles.

Orders for Any Quantity of HAND-I-BOOKS in Excess of 10 Must Be in Our Hands by December 15, 1953

Pacific Fisherman, 71 Columbia St., Seattle 4

Three Grades of Chums Now Being Offered

Something new in the way of Chum salmon offerings appeared in November with three different grades and prices quoted by some sellers for Chums.

These grades are: "Fancy," "Average" and "Fall"—priced at $14, $13.50 and $12.50, respectively.

There's been argument for a long time as to whether there can be such a thing as "fancy" Chum salmon; and also as to whether it was sound to quote two quality grades on Chums. The three-grade quote should *really* generate steam under the argument.

Sloan Sales Increase

Through aggressive sales efforts the Los Angeles firm of R. M. Sloan Company increased its sales for the fiscal year ending October 31 by 50% over the previous year, according to R. M. Sloan, head of the concern.

During recent months two additional salesmen have been added, making nine now covering the Southern California territory for the diversified lines represented by the company in fresh and frozen fish and foods.

Douglas Thrall, formerly sales manager for the Wisconsin Canning Company, Winneconne, Wisconsin and Sterling, Illinois, is now associated in an executive sales capacity with Arthur E. Durst & Company, Chicago food brokers.

George Reeves, Washington Laboratories, Inc., Seattle, accompanied by Mrs. Reeves was a California visitor recently. While in San Francisco Mr. Reeves called on the Washington Fish & Oyster Co. of Calif.

Easy to Remember! *Easier to Sell!*
J. R. BARRY & CO.
338 Cannery St., P. O. Box 126 TErminal 2-6488
Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel

Oval Salmon Steaks Packed by Millerd

F. Millerd & Co., Vancouver, B. C., fish packers, have introduced a new line of canned salmon steaks this year, and a ready demand for them is reported.

Choice Fraser River Sockeye, middle cuts, is used for this hand-filled product and it is being distributed to the trade in ovals. Pre-cooked, the steaks are becoming popular for frying or cold salad use.

The steaks are a product of the company's Great Northern cannery at West Vancouver.

The company is also producing a line of canned smoked salmon.

Harry Reed Retires

Harry Reed, one of the best known cannery and fishery equipment men in California, has retired to his San Gabriel home, adjacent to Los Angeles. For some years Mr. Reed has been head of the United Sales & Engineering Company, handling creamery equipment and the Harris Quick-Opening safety door found in many canneries today for retort operation. In the early days Harry Reed was active in fish canneries at Southern California.

A. R. Lantz Co. To Represent Booth In So. California

A. R. Lantz., Los Angeles fish and sea food brokers were recently appointed Southern California representatives for Booth Fisheries Corporation, Chicago, for all their eastern products and shrimp distribution, according to Gus Vellin.

Booth is active in buying shrimp along the Gulf of California for western selling, putting up the product in one of their three brands, "Sea Tang," "Davy Jones" and "Red Diamond."

The A. R. Lantz Company is also active in Southern California distribution of Japanese frozen Broadbill swordfish and other fishery products, representing the importer, Berelson & Company, San Francisco.

So far as its own source of production of Mexican Pacific shrimp, the Lantz concern imports the "Gift of Sea" brand from Productos Marinas, San Felipe; "Punta Banda" from Productos Congelados, Mexicali, the latter owned by Harry Orfanos.

Japanese Exporter Visits American Markets

J. Hamada, director, International Marine Products Company, Tokyo, was a visitor last month to this country, making a study of the American markets for Japanese tuna. He was expected to be here two or three months. In Los Angeles he was the guest of James T. Ota, head of Arica Trading Company, for whom Mr. Hamada's company is one of several suppliers of raw frozen tuna.

Harms Joins Meredith

Charley Harms, for many years associated with the Producers Trading Co. of San Francisco, has joined the staff of the Meredith Fisheries, taking over his new duties in October. He will be in charge of sales for Meredith Fisheries, and will also devote himself to the processing and development of new specialized additions to the Ocean Beauty Brand line.

J. Lloyd Turnacliff, manager, said: "We are most happy to welcome Charley to our organization, and feel confident that his know how of the fish business and his wealth of experience, will place us in an even better position to serve our customers."

Dixie Fleager Honored

H. A. "Dixie" Fleager, who was a famous football player before he became a famous salmon seller, was honored in October by Northwestern University as one of the members of that institution's football team of 50 years ago.

He was halfback and captain of the Northwestern football team of 1903 and went back to Evanston for the ceremony. "Dixie" retired early this year as the dean of salmon sales managers.

Quality Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

the BRAND of DISTINCTION

Another OXENBERG Product
PACKED BY
INDEPENDENT SALMON CANNERIES, INC.
KETCHIKAN, ALASKA
Office: BELL STREET TERMINAL, SEATTLE 1

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Sales Representatives
Tuna, Bonito, Salmon, Lobster, Crabmeat, Shrimp, Sardines, Anchovies, Lobster Tails, Swordfish, Frog Legs, Trout, Fillets, frozen Tuna.
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

Long-Range Results Anticipated from B. C. Salmon Trade Mission

British Columbia's autumn sales mission to the United Kingdom may not yield immediate results, but it was "very worth while," in the opinion of H. R. MacMillan, chairman of the board of British Columbia Packers, who accompanied the president of his company, John M. Buchanan, and Roger T. Hager, president of Canadian Fishing Co. in their interviews with various British government authorities. Canada's Fisheries Minister James Sinclair assisted the group materially and acted as principal spokesman at some of the conferences.

"The delegation had two equally important objectives," reported Mr. MacMillan. "One was to explore the possibility of an increase in the purchase of British goods by the fishing industry; and the other to continue the sale of British Columbia canned salmon to Britain.

"We received a very fine reception from government and trade officials in Britain, and I am hopeful that our discussions will bear fruit in the not-too-distant future. British Columbia canned salmon is very popular in Britain and seems to be considered as a permanent item in Britain's diet. We may be confident that regular annual purchases will be resumed when the dollar position is improved."

This new baby food item based on fish is packed in Pennsylvania from Yellowfin tuna loins landed and prepared in San Diego, then frozen for shipment to the Heinz plant, where the product is formulated with the addition of carrots, flour, starch, cream, whole milk powder, onions, salt and water.

Twelve-Ounce Salmon Introduced by F.P.C.

The 12-ounce can was introduced to salmon canning this season by Fishermen's Packing Corporation of Anacortes, Wash., which packed limited quantities of Pinks and Cohoes in this package.

The can is the same diameter as a 1-lb. tall, but is only three-fourths the height.

John Plancich, general manager of the corporation, says the Pinks are priced at $15.75, or $2.25 per dozen less than tall pinks; and Cohoes at $17.25, down $2.75 from the price of the same species in talls.

Southern California Canned Fish Markets

Quoted F.O.B., Pacific Terminals at presstime.

TUNA—
Advertised Brands:
- White Meat, Fancy $16.50
- White Meat, Chunks $14.25
- Light Meat, Fancy ..... $15.50-$15.75
- Light Meat, Chunks ..... $13.25-$13.75
- Light Meat, Grated ..... $10.00-$10.25

Private Label:
- White Meat, Fancy ..... $14.50-$15.50
- Light Meat, Fancy ..... $14.00-$14.50
- Light Meat, Chunks ..... $12.25-$12.75
- Light Meat, Grated ..... $ 9.75-$10.00

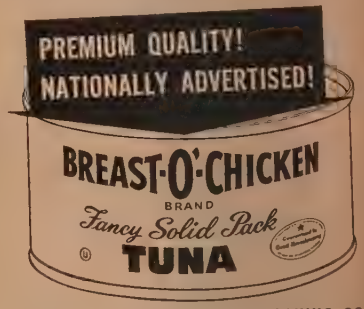
MACKEREL—
- Pacific, tall, nat. ..... $ 8.00
- Jack, tall, nat. ..... $ 8.00-$ 8.50

SARDINES—
- No quotations.

ANCHOVIES—
- 5 oz. 100s, t/s ..... $ 6.75-$ 7.75

there is no Finer Quality
OCEAN GLEN
Alaska PINK SALMON
PRODUCED AND DISTRIBUTED BY
WHIZ FISH PRODUCTS CO.
2000 ALASKAN WAY - SEATTLE 1, WASH.

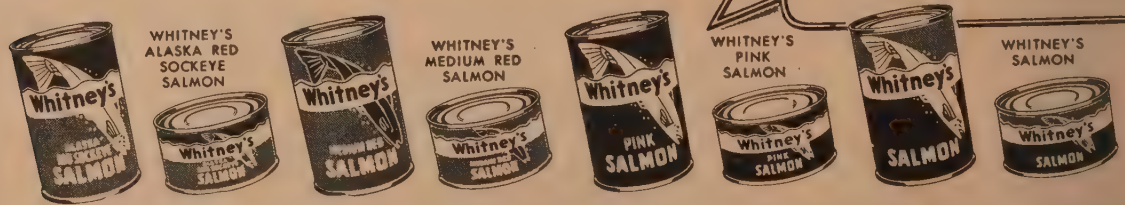
C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.



WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.

A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION



WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

DEPENDABLE POWER
FOR MARINE AUXILIARIES

Lister

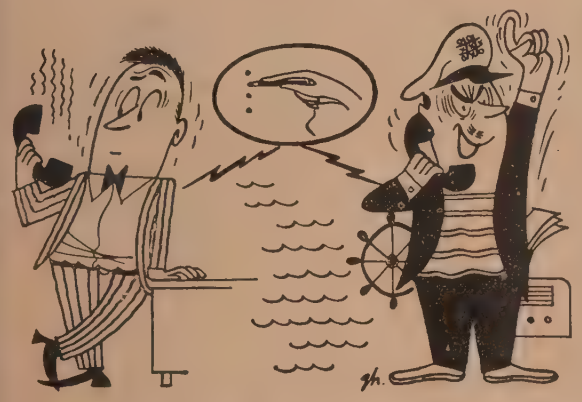
DIESELS

Rated from 8 to 54
Horsepower

Here's dependable power for pumps, generators, winches, refrigerating machinery and every other auxiliary marine requirement.

Be sure to ask for new bulletins describing these Lister Diesels. Write

ENGINE DIVISION
THE NATIONAL SUPPLY COMPANY
SPRINGFIELD, OHIO
Distributors of Lister Diesels in the U.S.A.



Want to talk business at sea?

You need good ship-shore communications to do business while at sea...and ship telephone service is the best way to be in touch with any telephone you want to call. If you'd like information on how ship-shore can serve you, just write to Pacific Telephone in your nearest large port city. We'll be glad to send you our free booklet.

Pacific Telephone

When you ship green water

...keep dry

U. S. Rubber Raynster workmanship means built-in dryness. They're vulcanized—really watertight at seams and closing. Rubber compounds provide resistance to abrasions, sun, cold, and the Neoprene Peerless has additional resistance to oils and acids. Roomy, for action-comfort and longer wear.

U. S. RUFF-N-TUFF EUREKA SUIT
• inside fly front • rust-resistant ball, socket fasteners • underarm ventilation • overalls: bib front, elastic suspenders

U. S. SQUAM HAT
• reinforced water-shed brim

BLACK EUREKA BOOT
• duck lined, "shockproof", thigh-high

U. S. PEERLESS NEOPRENE SUIT
• neoprene outside, inside • resists acids, oils • corduroy-tip collar • rust-resistant ball and socket fasteners • overalls: bib front, adjustable suspenders, cut-off band

U. S. SQUAM HAT
• reinforced water-shed brim • chin strap

★ SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES ★

U. S. INDUSTRIAL RAYNSTERS

makers of

U. S. ROYAL RUBBER FOOTWEAR

UNITED STATES RUBBER COMPANY
Rockefeller Center • New York

Arthur Anderson, Columbia Salmon Operator, Dies

Arthur A. Anderson, who for many years was a leading salmon packer on the Columbia River, died of a heart attack at his home near Astoria Nov. 6. He was 62.

Mr. Anderson was born in Portland, moving to Astoria at the age of 8. He engaged in the fresh fish business before serving in the Army in World War I, and after his return to civilian life formed the Arthur Anderson Fish Co., engaging actively in salmon canning at Astoria and down the Oregon Coast.

He subsequently formed the Columbia River Salmon Co., which purchased the former Booth and the J. G. Megler properties, adding them to the S. Elmore & Co. properties which Mr. Anderson had operated from 1918. He entered tuna canning in 1938, early in the development of that business in the Pacific Northwest, and shortly thereafter built a salmon and tuna cannery at Ilwaco in addition to the two canneries and a cold storage at Astoria.

Mr. Anderson disposed of most of his interests in 1949 to the late John Tenneson and retired from active participation in the fish business.

He is survived by his widow, a son, Arthur A. Anderson Jr., and two brothers, David and Joseph, both of whom are active in the fisheries.

Testing Lab Observes Diamond Anniversary

Curtis & Tompkins, Ltd., 236 Front St., San Francisco, is this year celebrating its 75th birthday.

Established in 1878, the company is now one of the largest testing laboratories in the country. Starting as a chemical and testing service to the State's wineries, the company has now developed its activities to a broad field of surveying, engineering, analytical and research chemistry, with a clientele that extends all over the world.

Long before there was any sardine industry in the state, Curtis & Tompkins, Ltd., were doing work for the vegetable oil people, in seed, meal, and oil. When the sardine industry began to produce fish meal and oil, Curtis & Tompkins, Ltd., was ready to serve it.

From sardine oil and meal the company went to testing fish livers and fish liver oil, and the assaying of vitamins. It is one of the four laboratories in the county that are testing for Vitamin D3—the poultry vitamin.

P. W. Tompkins is president of the company. His association with the corporation and its predecessors dates from before 1900. He was a well known figure on Monterey's Cannery Row in the early days. Hugo DeBussieres is vice-president and general manager. He has been with the firm for the past 34 years.

Cawley Joins Puckett

Donald J. Cawley, who retired last spring after more than 35 years service with the American Can Co., recently joined The Puckett Co., Seattle labellers and salmon handlers, as the company's customer contact man.

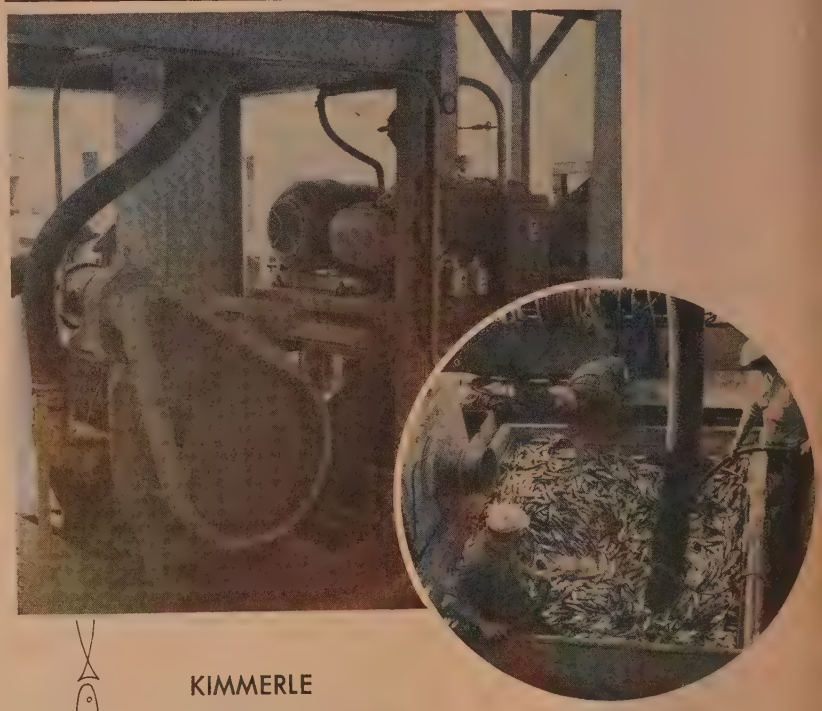
Mr. Cawley is widely known throughout the salmon industry and Roy Puckett, head of the firm, feels that the Cawley background and contacts can be of value to this veteran service firm.

Harry Martin, well known in the Pacific Coast fish business, is now associated with the F. Alioto Fish Co., San Francisco. Mr. Martin was with the now defunct S. F. International Fish Co., and the General Fish Co. for 20 years, and was also in the fish business at Fort Bragg for some time.

Alex Sigurdson Dies

Alexander Sigurdson, for many years identified with the razor clam canning industry on the Columbia River, Willapa Harbor, Grays Harbor and at Cordova, Alaska, died in Aberdeen, Wash., late in October at the age of 67.

He was a member of the Warrenton, Ore., family which operated the Warrenton Clam Co., one of the early canners of razor clams. From Warrenton he went to Cordova and later to Nahcotta, Wash., to run the Warrenton Clam Co. operations. Moving to Grays Harbor, he was superintendent of the Strand Fisheries cannery for some time before his retirement six years before his death.



KIMMERLE
FISH ELEVATORS
SUCK THE CATCH FROM THE HOLD
STRAIGHT TO THE CANNERY CONVEYOR

— without back-breaking brailing — in a fraction of the time — without damaging the fish. They attract commercial fishing boats to sell you their catch.

For information and comprehensive literature phone or write:
Marius Thisted

MELETRON
CORPORATION

PHONE: HO 3-4841

950 N. Highland Ave., Los Angeles 38

Making Ice and Storing Fish in Osaka...

It's VILTER Again

In the plant of Tokushima Suisan K.K., Osaka City, Japan, two new Vilter 75-ton VMC compressors are helping to make ice and store fish. One of the compressors is used in conjunction with a 20-ton ice making plant, while the other provides refrigeration for sixteen cold storage rooms, holding temperatures at −10° C. and −20° C.

VILTER CAN HELP YOU

Whether you are considering making ice, cold storage, refrigeration in processing, or any other use, Vilter's experience can help you. Vilter-equipped plants around the world report that Vilter refrigeration equipment operates with higher efficiency, requires less maintenance, lasts far longer. Write now for further information about Vilter equipment. Let us tell you how Vilter engineering can help you save money in all of your refrigeration applications.

WRITE TODAY FOR BULLETINS 120, 220, 223, 205 and 206

Vilter®

Your nearby Vilter Distributor or Representative will be glad to show you how you can save with Vilter.

REFRIGERATION and AIR CONDITIONING

THE VILTER MANUFACTURING COMPANY, MILWAUKEE 7, WIS.

Air Conditioning • Ammonia & Freon Compressors • Booster Compressors • Baudelot Coolers • Double Pipe Coolers • Blast Freezers • Evaporative & Shell & Tube Condensers • Paklcers • Pipe Coils • Valves & Fittings

Alaska Herring Industry Wants No '54 Closure

Herring fishermen and operators of Southeast Alaska want to give the fishery one more trial in 1954 in an effort to test its 1953-indicated recovery, which they believed marked the beginning of an upward trend in abundance.

This was made plain in the herring industry's discussion of 1954 regulatory proposals with the Alaska staff of the Fish and Wildlife Service in Seattle in November.

The Service did not flatly propose closure, but said such action had been strongly advocated in Alaska — presumably by salmon trollers — and asked the ideas of the herring industry on the point.

The herring fishermen and operators contended that it would be a mistake to close the fishery on a rising trend of abundance; and that 1953 indications were sufficiently good to warrant continuation next year.

Alaska opposition to the herring industry by trollers was classed as unfounded on a basis of biological and economic fact. The situation in British Columbia was cited in support of this contention, it being noted that the Canadian herring and salmon trolling fisheries have continued at high level for many years. Data were also submitted to show that the Southeast Alaska troll salmon catch, as reflected in the mild cure pack, actually averaged larger during recent years of active herring operations than in the early '40s, when herring fishing was virtually suspended.

Port of Seattle Picks Burke as Manager

The Port of Seattle Commission has appointed Howard M. Burke general manager of the Port of Seattle effective in November. Mr. Burke has spent his life in shipping and was manager in this area for the American-Hawaii Steamship Company until that company withdrew from intercoastal service. He resigned his present position as vice president of Rothschild International Stevedoring Company to accept the managership of the Port.

Mr. Burke as general manager will be responsible to the commission for all activities of the Port of Seattle with the exception of the Seattle-Tacoma International Airport.

Turn About Fair Play; U. S. Researcher in Japan

The fisheries research vessel *Spencer F. Baird* dropped anchor in Tokyo harbor in October, concluding a three-month exploration cruise in the North Pacific. Dr. Warren S. Wooster of the University of California is chief of the expedition which is sponsored by the Scripps Institution of Oceanography.

Fire Destroys Two Monterey Canneries

A raging, general alarm fire on Monterey's Cannery Row last month destroyed two big canneries with an estimated loss of $400,000.

No one was hurt, but two firemen were overcome by fumes. Cause of the blaze which destroyed the Sea Beach Canning Co., and Custom House Packing Co., was not known.

The fire which evidently started in the upper story warehouse of the Sea Beach cannery, a $300,000 plant, quickly spread to the roof and to the Custom House cannery building adjoining. The Custom House Packing Co., had been stripped of its machinery some time back, but $100,000 worth of processed fish meal had been moved out of the empty building only a week before, it was reported. The building's value was estimated at $100,000. Sea Beach Packing Co. was completely equipped for fish canning and reduction.

Pucci & Sons Occupy Norfish's Former Site

Joe Pucci & Sons, one of Oakland's oldest wholesale fish houses has moved to 431 Grove St., Oakland, Calif.

These premises were formerly those owned and occupied for many years by Norfish Sales Co., who are now in larger quarters at 505 Cedar St., Oakland. Under the direction of Sal Pucci, son of Joe, remodeling is going on. A new crab cooker is being installed as well as an abalone processing plant. Abalone steaks will be put up in 5-lb. packages. The premises were already equipped with adequate freezing and cold storage facilities.

Joe Pucci has been in the Oakland fish business for the past 53 years, and Sal has been working with his father ever since he was big enough to wield a filleting knife. The company has a fleet of four trucks—two Fords, a GMC, and an International.

They also have a retail fish market in the Payless Super Market in Oakland.

MARINE PACKERS, NEW SEA FOOD PROCESSING FIRM

Joe Devincenzi, who founded City Sea Food Co., San Francisco, some six years ago, has expanded and formed a new firm, Marine Packers, which will engage in sea food freezing, fish filleting, and crab picking in San Francisco.

Mr. Devincenzi will continue to operate his City Sea Food Co., a wholesale fish house, but both firms will be housed in new and larger quarters at 185 Lombard st.

The companies will be housed in a 100x150-ft. building, and there will be spacious executive and administrative offices. Some 3000 sq. ft. of freezer and cold storage space will be provided. For quick freezing there will be a freezer room of 1500 sq. ft., with a Niagra No-Frost compressor taking temperatures to 45° below. For holding sea food, there will be another cold box of 1500 sq. ft., with another Niagra No-Frost compressor holding temperatures at 15° below. Custom freezing will also be done.

Mr. Devincenzi has purchased the equipment and brands of the Crescent City Crab Co., Crescent City, Calif., and this crab processing equipment will be installed in a 25x50-ft. crab picking room. Crab meat will be packed in 5- and 1-lb. American Can Co. cans, using an American Can Co. closing machine for the vacuum pack. Cans used will be lithographed with the handsome device of the Pt. St. George Brand on them.

"We are planning on going into the sea food brokerage business, also," said Mr. Devincenzi.

The company has leased facilities on Pier 23 for unloading of fresh fish, and will install a modern filleting line at its new Lombard street plant. Two York Flakice machines will be set up to provide ice for crabs and fresh crab meat.

Ray Walker, formerly of Eureka, and well known in the California and Oregon fish business, has been appointed superintendent of the Marine Packers.

THE ONLY WAY TO COMPETE WITH

Archer "S"

IS BY USING

Archer "S"

America's Finest

SOYBEAN SALAD OIL

PREMIUM FLAVOR AT NO EXTRA COST!

Refined deodorized and winterized by continuous vacuum process

A superb oil for canning tuna and sardines!

ARCHER-DANIELS-MIDLAND COMPANY
MINNEAPOLIS 2, MINNESOTA

Calif. Albacore Limit Brought Under Attack

The California State Senate fact-finding interim fish and game committee last month met in Eureka and heard the problems of the fishing industry, logging companies, sportsmen and Indians of the area.

Spokesman for the fishing industry was L. F. Hubbard, secretary-treasurer, Consolidated Fisheries, Inc., San Francisco. The Albacore size limit was discussed and it was the stand of the fishing industry represented there that the size limit on Albacore should be removed as it is reported to be in Oregon and Washington.

The industry was also against the weighmaster certificate in the Fish & Game code, and asked that the northern California coast be opened to commercial abalone fishing.

Sen. Edward Johnson, Marysville, was chairman of the committee, which also included Senators A. W. Way, Eureka, Stephen B. Teale and Charles Brown.

Ferguson B.C.P. Director

G. M. (Mort) Ferguson, comptroller of B. C. Packers, Ltd., Vancouver, has been elected a director of the company. He entered the industry in 1922 with the old Gosse Packing Co. and he has been with B. C. Packers since its formation in 1928.

Gilbert Skinner, Alaska Salmon Operator, Dies

Gilbert W. Skinner, 54, president of the Alaska Steamship Co., chairman of the board of the Alaska Pacific Salmon Co., and for more than 25 years a force and factor in the industrial and transportation development of Alaska, died at his home near Seattle Oct. 11 as result of a heart attack.

Mr. Skinner's death followed a period of ill health, although he had substantially improved and for some time before his death had been able to be at his office regularly.

His first connection with the salmon business was the formation of Alaska Pacific Salmon Corporation in 1926. He entered ocean transportation in 1936 with the acquisition of interest in the Northland Transportation Co.; and later expanded this interest with the purchase of the Alaska Steamship Co. in 1944.

At the time of his death Mr. Skinner's salmon interests included the Alaska Pacific Salmon Co., with its interests at Sand Point in the Shumagin Islands, where packing has been under a joint arrangement with the Pacific American Fisheries at Squaw Harbor since the Sand Point plant burned in 1942; and the Bristol Bay Packing Co. with Bristol Bay canneries at Pederson Point and Dillingham.

He is survived by his widow; a son, D. E. Skinner; and two daughters, Mrs. Robert J. Behnke and Miss Nancy Skinner.

Humboldt Pacific Oyster Harvest Next Spring

Initial production from newly-planted Pacific oyster beds in Humboldt Bay is expected to start sometime in April, 1954, according to Ralph Hayes, who at the same time reported keen interest in the project among local wholesalers and retailers.

An old hand in the oyster business, Mr. Hayes formerly was in the trade on the Washington coast, where his family had been identified with the industry for many years. He put in his first plantings last April, in a reserved section of the shallower part of the harbor near Arcata.

Union Co-Op Sells Its Oyster Holdings

The Union Fishermen's Cooperative Packing Co., Astoria, withdrew from the oyster business this fall, disposing of its 1,300 acres of oyster beds and its opening house on Willapa Harbor to the Teague Oyster Co.

The Union Fishermen's Co-Op entered the oyster business in 1948 to diversify its operation and extend the period of employment.

The oyster cannery division in its great cannery at Astoria was equipped as finely as any in that industry.

Star-Kist Dispatches Research Fisherman on 5-Month Exploration

A five-month exploration trip into the waters of the South Pacific has been undertaken by the *Star-Kist*, Star-Kist Foods' research boat, captained by Tony Markinkovich.

The boat, which left Terminal Island early in November, carries an eight-man crew, all experienced fishermen, and all types of tuna gear, including that for long-lining.

Star-Kist is the former purse seiner *Fearless*, and was captained then by the skipper who is now in charge. For reesarch work, she is of course one of the best equipped vessels in the fleet.

The trip of the *Star-Kist* is sponsored entirely by Star-Kist Foods, with no government agencies involved in this exploration, according to Nick Trutanic, production manager.

A group of 30' fishing boats will be shipped by steamer to the areas of exploration for auxiliary fishing purposes.

A.F.U. Wins Election

With a vote of 1,613, as against 55 votes cast for the Bering Sea Fishermen's Union, the Alaska Fishermen's Union (Independent) won recognition at the recent election to determine the chief bargaining agent for *non-resident* fishermen working in Bristol Bay, Alaska.

CALL ON PIONEER FOR NEXT SEASON'S REPAIR AND BUILDING SUPPLIES

One order... one call... one supplier . . . PIONEER can take care of *all* your needs. Pioneer can deliver maintenance and construction materials needed to put your cannery, fishing fleet, or other business in first-class condition, now!

Pioneer's large stocks of materials ready for immediate shipment include: exterior and interior paints of all kinds, AAA marine coatings, marine black, boot topping, anti-fouling paint, marine varnishes, concrete mixes, gravel, sand, refractories, roofing, wall board, insulation, and Albi-R fire-preventing paint.

For over 20 years, Pioneer has been supplying needs of Alaska fishing and construction trades. For quick service on maintenance, repair and construction problems, call on PIONEER!

PIONEER SAND AND GRAVEL CO.

901 FAIRVIEW N. • SEATTLE 11 • MA 2900

Ketchikan Fish Shippers Study Rail Car Methods

Ketchikan Cold Storage and other businesses shipping substantial tonnages from that city are giving close study to the possibilities of rail car shipment arising from the pulp mill being constructed at Ward's Cove, according to J. W. Mendenhall, manager of the cold storage, who was in Seattle late in October on his return to Ketchikan after a business trip to San Francisco.

Mr. Mendenhall said that the pulp mill will have a gridiron where car ferry barges can be loaded with rail cars of pulp to be towed to Prince Rupert or Seattle for rail shipment. Other shippers will not have access to the loading facilities at Ward's Cove, but will be able to use the barge service, providing satisfactory loading methods can be worked out at Ketchikan.

There are numerous problems to be surmounted, but Mr. Mendenhall says they are being studied thoroughly and that he feels sure facilities for placing loaded rail cars aboard the barges will be worked out by the time service is initiated.

Among the several methods being examined is one which calls for picking up the loaded cars by means of a crane and placing them directly aboard the barge. This would simplify handling throughout the considerable tidal range at Ketchikan.

6 Plants Processsing Herring in Canada

Herring fishing was resumed in British Columbia waters this fall. There was no activity in that field last winter owing to disagreement over prices.

An attempt to maintain a summer fishery was made on an experimental basis, but was of negligible importance. However, the same agreement as was signed then continues in force until the end of this year.

October saw the following plants processing herring: Canadian Fishing Co.—*Home;* B. C. Packers—*Imperial;* Nelson Bros. Fisheries—*St. Mungo;* Anglo-B. C. Packing—*Phoenix;* Francis Millerd & Co.—*West Vancouver;* North Shore Packing Co.—*North Vancouver.*

Prices being paid this year to fishermen are: $11.25 per green ton for all herring caught to be used for reduction; $15.42 per green ton for all herring caught if used for canning, salting or any purpose other than reduction. In addition, 10c per ton is being paid to the welfare fund.

Fish Divoteer Dies

Members of the Fish Divoteers, Seattle's organization of golfing fishermen, were shocked in October by the sudden death of one of their most enthusiastic members, Clifford E. Greene, 50, assistant manager of the Blue Star Line.

"Mercy Flights" Must Get Bona Fide O.K.

Skippers and managing owners of fishing vessels out of San Diego and other Southern California ports were notified in late October by the Coast Guard that no more mercy flights will be made unless medical officers at the 11th Coast Guard headquarters in Long Beach, Calif. certify that a bona fide medical emergency case is involved.

Capt. T. Y. Awalt, commander of the 11th district, said because of limited Coast Guard facilities, it has become necessary fully to evaluate all requests for aid to fishermen or seamen at sea.

During the last eight months Coast Guard planes from San Diego have made 47 medical flights, bringing back 53 patients and flying a total of 32,500 miles.

Jimmie Waugh Elected Cannery Workers' Head

James (Jimmie) Waugh has been re-elected president of the Fish Cannery Workers Union for a two-year term. Mr. Waugh, whose office is on Terminal Island, is recovering from a heart attack which hospitalized him for a period.

Other officers are Andrea Gomez, vice president; Joe Ortega, business agent, 3rd district, and Joe Gomez, Ida Arroyas and Harriet Bowersock, trustees.

The Symbol of QUALITY

Faith, established only through long, dependable service—that's the *real* story behind Starr Netting and the reputation of quality it has earned in over the past 50 years.

Stocked and Distributed by
CONSOLIDATED NET & TWINE COMPANY
Fisherman's Terminal, Seattle 99, Wash., Tel. Alder 6387

STARR NETTING—STAR PERFORMANCE
Write for prices on cotton, linen and Nylon (made from Bonded Nylock twine) netting.

A. M. STARR NET CO.
EAST HAMPTON · · · CONN.

Baker
AIR CONDITIONING AND REFRIGERATION

. . . The Choice of Experienced Fishermen!

Insuring Their Valuable Tuna Cargoes, Trip After Trip—Year After Year—More than 50 Southern California Tuna Clippers Have Baker Refrigeration For Economical Operation —And Dependability!

BAKER ENGINEERING CORPORATION
LOS ANGELES SAN PEDRO

Angus Manages Pacific Fishing & Trading Co.

Effective December 1, William Angus became general manager of the Pacific Fishing & Trading Company, Seattle.

He is well known in Puget Sound marine circles and brings to his new position many years of experience in working with the fishing trade.

The Pacific Fishing and Trading Company has been a fixture on the Seattle waterfront for many years and is currently located on the Lake Washington Ship Canal just east of the Ballard Bridge. The principal business of the company has been with the fishermen of the Northwest with complete stocks of gear and equipment as well as a trip settlement service for fishing boat owners.

Mr. Angus will work with H. W. Yuile, who will continue as an executive of the company.

200 Tons of Shrimp Are Expected From Japanese in Costa Rica

Japanese interests have secured the privilege of fishing shrimp along the Central American coast, and basing two trawlers at Puntareanas, Costa Rica. These vessels, said to be *Tokai No. 13 and 15,* are already on the grounds.

The shrimp is reported to be shipped to this country, but west coast sources do not believe the amount received this season will be very large, one source putting it at around 200 tons.

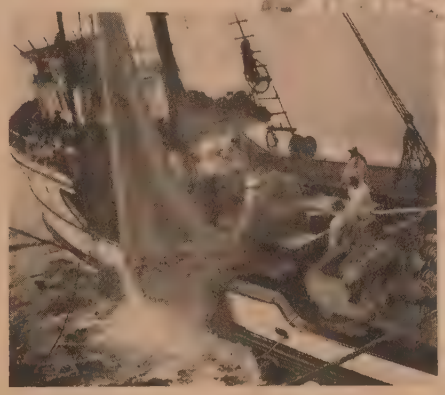
The sea food is to be sharp-frozen at the Pacific Refrigeration Co.'s plant at Puntareanas, which is owned now by James D. Lowe. This plant, formerly owned by Van Camp Sea Food Company, is also equipped to can tuna.

Operations by Japanese in this fishery recalls that, prior to World War II, the Japanese secured an exclusive concession to exploit the then partially developed shrimp fishery of the Gulf of California, and took thousands of tons from it. This concession was abrogated in 1940, when General Abelardo L. Rodriguez persuaded President Cardinas of Mexico he would create a purely Mexican fishery, which he did. Exports of shrimp to the U. S. were pioneered by Lucian K. Small and Benjamin Shipman, of Marine Products Co. This company, now a subsidiary of Wilbur-Ellis Co., but with Mr. Small still president, remains the west coast's largest importer of Mexican shrimp.

Gil Taylor Marries

Gilbert G. Taylor, secretary-treasurer, Norfish Sales Co., Oakland, Calif., was accepting the congratulations of his friends last month. Seems that he and Mrs. Helen Wilcox, Reno, Nevada, were married there last month. They are now making their home in Oakland.

PROTECT YOUR CATCH



WITH

TUBBS

EXTRA SUPERIOR MANILA

For sure, fast landing of the catch, Tubbs Extra Superior Manila has been preferred by fishermen for nearly a century.

Top grades of pure Manila fibers are carefully selected and blended for extra strength and longer working life. Special lubrication and water repellency treatments make Extra Superior Manila flexible and easy to handle under the toughest fishing conditions.

Don't take a chance with your catch. For toughness, strength and dependability, specify EXTRA SUPERIOR MANILA by Tubbs, a trusted name in rope since 1856.

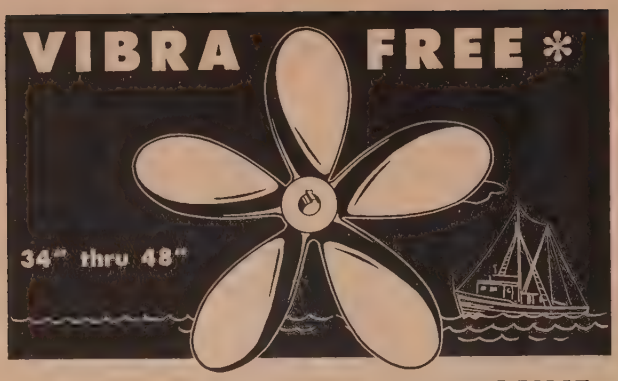
TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY

TUBBS

CORDAGE COMPANY

SAN FRANCISCO • SEATTLE • Portland • Los Angeles

New Orleans • Houston • Chicago • New York



* A POSITIVE CORRECTIVE FOR VESSELS WITH ABNORMAL VIBRATION!

If you want to get rid of the excessive vibration that ruins nerves as well as hull and fittings, here's the way to do so completely . . . change to the new, thoroughly proven FEDERAL "VIBRA-FREE" 5-blade wheel. And, as a bonus, you will get considerably more speed and greater fuel economy. Requires no change in R.P.M., diameter or pitch, and the cost is little more than a 3-blade standard wheel. See your FEDERAL dealer, NOW! It will pay you.

FEDERAL PROPELLERS GRAND RAPIDS 3, MICHIGAN

SEALER 900 NOW UNAFFECTED BY FREEZING
Repeated freezing and thawing will not harm usefulness of Sealer 900

Finest sealer made! Sealer 900 flows into seams, cracks, joints up to 1/8" in width. Being rubber, it expands and contracts — forms adhesive, flexible seal to keep water out. Plastic squeeze bottle easy to use — pointed tip controls flow. Sells for only $1.35 at marine, sporting goods and hardware stores. Used by thousands of boat owners.

Imitated — never equalled!

If your dealer can't supply you, order direct.

Also available in cans

Marine Products, Inc.
41 HIGH STREET OSHKOSH, WISCONSIN

Fish Nets for EVERY PURPOSE!

For good fishing and good profits, stow aboard a good SEA KING cotton net or one of our many types of Gill Nets, as indicated on the left.

Your dealer knows FISH NET & TWINE Netting. Its fine reputation dates back more than a century.

Stocks carried by local dealers in:

RICHMOND, VA. MILWAUKEE, WISC.
SEATTLE, WASH. JACKSONVILLE, FLA.
CUT OFF, LA.

The Fish Net & Twine Co.

308-310 BERGEN AVE., JERSEY CITY, N. J.

VITA FOOD

TRADE MARK

PRODUCTS, INC.

GENERAL OFFICES — NEW YORK CITY

Importers & Exporters — Producers, Packers, Smokers

FISH OF ALL KINDS

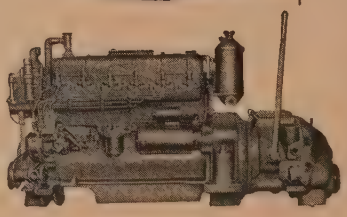
Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

Red Wing MARINE ENGINES
Full line of Gasoline and Diesel Types
7 H.P. to 200 H.P.

NEW D6-80 MARINE DIESEL
FOR MEDIUM HIGH SPEED SERVICE IN FAST CRUISERS OR COMMERCIAL CRAFT.

Smooth running and powerful, this compact "Diesel Six" is ideal for new or replacement power in fast cruisers or commercial craft. Overhead valve type 80 H.P. motor has 4" bore, 4" stroke and 302 cubic inch piston displacement. It has a 12 volt heavy duty electric starter and generator, fresh water cooling, and includes the best and newest features in diesel marine engine design. Red Wing manufactures other marine diesels 30 to 200 H.P. and gasoline models from 10 to 90 H.P.



Write today and let us send you complete details on Red Wing motors.

RED WING MOTOR & MFG. CO., RED WING, MINN.

Alaska Canners Prepare For Operating Revisions

Much was made in the daily press of the October action of companies affiliated with the Alaska Salmon Industry, Inc., in notifying their employes in several unions that their service were terminated and right of re-employment cancelled.

This action was taken in line with the requirements of the 1953 contract between the Industry and the unions, which provided that such notice be given by December 1 if the company was not sure that it would wish to reemploy a man the following season.

The Industry members decided this action should be taken because numerous companies are uncertain if they will be able to operate in 1954; and stringent consolidation will be necessary even in cases where operations are possible.

As such consolidations will make it impossible to give employment to all former employes, and by December 1 it was impossible to know which and how many men could be used, it was decided that notice should be given to all Bristol Bay employes, terminating employment and re - employment rights. Packers who had operations in other districts also chose to advise employes there similarly.

Sven Lassen Directs Nutrition Research Work

Dr. Sven Lassen, for many years head of Van Camp Sea Food Company's laboratory, has been named to direct a non-profit research foundation which works in the fields of human, livestock and poultry nutrition. The foundation pioneered the development of condensed fish solubles, a product that now is an important part of animal nutrition.

He developed the condensed fish solubles process that now bears his name. He will continue to work with the Van Camp laboratory as a consultant. Dr. Lassen was educated at the University of Copenhagen and received his doctoral degree at the University of Southern California.

Turbot Are Trawled For B. C. Mink Food

The long neglected turbot is now being utilized commercially in British Columbia, although only as minkfeed.

Several trawlers have been working between Swiftsure Bank and Tofino seeking the so-called "bastard halibut" or "Arrowtoothed Sole."

The fish have been landed at the Campbell Avenue fish wharves consigned to Pacific Mink Breeders Association and L. M. Findlay for processing. It is anticipated that about 1000 tons of turbot will be harvested this season and sold at an average price of $60 a ton.

Continental Can Co. Opens New British Columbia Plant

First western Canadian plant of Continental Can Co. of Canada was formally opened in Burnaby, a suburb of Vancouver, B. C., in October when General Lucius D. Clay of New York, chairman of the board, officiated at a ceremony attended by more than 150 representatives of the packing industry and other business leaders.

Also attending the opening was F. A. Whittall, president of Continental Can Co. of Canada, Ltd., whose headquarters are in Montreal.

The new plant, which recently went into production, is located in a 30-acre site. It eventually will reach a daily production of 700,000 cans and employ more than 100 persons.

Several factors, notably the tremendous industrial expansion on Canada's Pacific coast, influenced Continental Can Co. in establishing its first Canadian plant west of Toronto in the Vancouver area. Designed by McCarter & Nairne, Vancouver architects, the big silver-grey building is the latest type of structure used for this type of operation. It is built in a single story to facilitate handling of material and covers 90,000 square feet of floor space. First sod was turned preparatory to construction in May, 1952.

Addressing the opening day assemblage, General Clay, former military governor of the United States zone of West Germany, expressed satisfaction that his company was now able to participate more directly in Western Canada's spectacular growth. After his experience with the "tired" peoples of war-ravaged Europe, he said it was exhilarating to be in a young and prospering land such as Canada, with self-confidence in its future and proud of its status as the world's fourth trading nation.

"That freshness in the Canadian spirit is probably nowhere more manifest than in this picturesque and imposing province of British Columbia," said the general. "It is certainly no secret that we of the Continental Can Co. have become so imbued with your spirit of progress out here that we backed up our bet on British Columbia to the tune of a couple of million dollars. And we consider those dollars well invested."

The general briefly traced the company's history from 1904, when it was launched as an enterprise with $500,000 capital. The company today operates 78 plants, mills and other units and employs more than 27,000.

Plant manager John French, one of ten top personnel brought to the coast to take charge of company operations in British Columbia, is only 35, a graduate of McGill University, the first Canadian ever selected for a Sloan fellowship at MIT. John W. Acheson is district sales manager; J. C. Kenney, assistant manager of research; Gordon Dalgleish, manager of Mono (paper cup) sales; William Henderson, cannery equipment service department.

Concetto Battaro Passes

The many friends of Concetto Battaro, 66, well known Fort Bragg and Monterey fisherman, were saddened to learn of his death last month in Fort Bragg, following a heart attack.

He was a native of Siracusa, Italy, and had made his home for the past 25 years in Fort Bragg. He leaves a daughter, a brother, Luciano Battaro, Pacific Grove, also well known in the fish business, two sisters living in Italy, and two grandchildren.

Copper River Co. Buys Chatham Strait Property

The Copper River Packing Co. this fall is occupying the Lake Washington Ship Canal property which it purchased from the Chatham Strait Fish Co. The location is on the south side of the canal, just above the ship locks, and consists of a combination office and warehouse structure, with a dock capable of accommodating the company's tenders.

J. E. Most, president, expects to continue to maintain a Seattle downtown office in the Colman Building as well as the canal property.

Scudero Branch Manager For Balestrieri

Ed Scudero, Eureka, widely known figure in the northern California trade, has been appointed Eureka branch manager for the Balestrieri Fish Company. The appointment was announced by Joe Balestrieri, company president, during a recent visit to the branch. Scudero succeeds the late Ray Hamblock, killed in an automobile accident near Coquille, Oregon, in early February.

Scudero has worked for various fish companies on Humboldt Bay over a period of years, including the Theo Weissich Fish Company, A. Paladini, Inc., and Consolidated Fisheries. Also, he served six years in the Eureka city fire department.

Prior to Scudero's appointment, the branch had been managed temporarily, following Hamblock's death, by Terry McGough, branch bookkeeper.

100 H.P.

at 1,000 R.P.M., Continuous Duty

LATHROP D-100 DIESEL IS DESIGNED FOR FISHERMEN

Three generations of fishermen have depended on Lathrop engines — so you can be *sure* a Lathrop has what you want. The modern D-100 is truly a fisherman's engine. Write today for a special folder about this special engine.

Cylinders: 6. Weight: 4,100 lbs. Displ. 998 cu. in.

STANDARD equipment
Rubber impeller water pump
Auxiliary belt drive for bilge pump
24 volt generator

EXTRA equipment
Twin disc power take off
32 volt generator

THE Lathrop ENGINE CO.
MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

The PAK-FORMER

Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 50 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

Engineers and Designers to the Food Packing Industry

P. O. BOX 1332 WARRENTON, ORE.

COMPLETE SOUTHERN CALIFORNIA SALES COVERAGE

R. M. SLOAN CO.—Brokers

1231 EAST SEVENTH STREET LOS ANGELES 21, CALIF.
TWX LA 634 Phone MAdison 6-5291

SALT

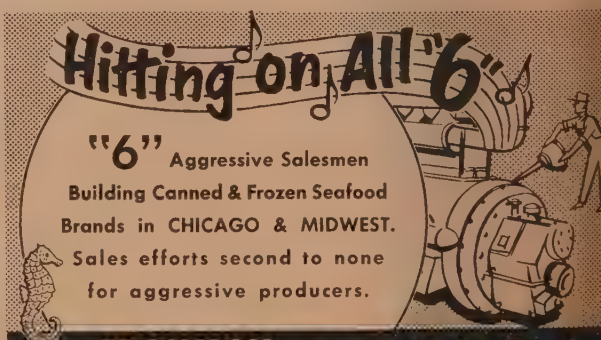
That Has Stood the Test for Over 45 Years

All Grades :: High Quality :: Fair Prices

Long Beach Salt Co.

2476 Hunter Street, Los Angeles 21, Calif.
PROMPT SERVICE BY TRUCK OR RAIL
PHONE: TUcker 1424

Hitting on All "6"



"6" Aggressive Salesmen Building Canned & Frozen Seafood Brands in CHICAGO & MIDWEST. Sales efforts second to none for aggressive producers.

L. H. FROHMAN & SONS • *Sales Agents*
FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET CHICAGO 10

KOHLENBERGER ENGINEERING CORPORATION

DEPENDABLE REFRIGERATION SINCE 1922
FULLERTON • CALIFORNIA

DEPENDABLE REFRIGERATION

SERVING PACIFIC FISHING FLEETS SINCE 1922

Our engineering staff is always at your service. Phone or write for name of nearest boat yard to serve you.

Foreign Inquiries Solicited

General Offices and Factory: FULLERTON, CALIFORNIA
Telephones L.A. Mutual 6497 Lambert 5-3521

George W. Schreck, president of the Farallone Fisheries, wholesale fish producers of Santa Barbara.

Farallone Fisheries Develops Line of Packaged Items

Farallone Fisheries, once owned by the pioneer Larco family of Santa Barbara, has undergone several changes of ownership and management during the past few years. Sebastian Larco, only surviving member of the family which formerly owned the business, is now 82.

George W. Schreck became president and manager of the company about a year ago and in addition to the regular fresh fish wholesale business traditionally engaged-in by the company, is now packing 1-pound consumer packages of sole, rockfish, halibut, and white sea bass under the Farallone label. Distribution is restricted for the time-being to the tri-county area served by Farallone Fisheries. Schreck also sells a 5 and 10-lb. institutional pack.

Fishing for Farallone now are the *Sebastian L., El Capitan, A. Savoia, Elsie B, Eagle B, Beulah B,* and *Elmer B.* These boats represent trawl, gillnet and lobster gear.

Much of the catch of anchovies coming to Farallone has been used for pet food packs. Schreck recently introduced a new method of freezing and holding these as a reserve supply: he grinds the fish fresh and bags them in 50-pound sacks for freezing and storing in his 300-ton holding freezer.

Fish Pump Speeds-up Malibu Plant Unloading

The Malibu Canning Co. of Port Hueneme, Calif., affiliated with South Pacific Canning Co. of Long Beach, is now prepared to can anchovies, sardines and mackerel in ovals, 5-oz. and 1-lb. talls. Several months ago the cannery installed a Kimmerle vacuum fish unloading pump system on Pier 1 at Hueneme, which can unload about 60 tons an hour. The cannery also maintains another conveyor on the same pier.

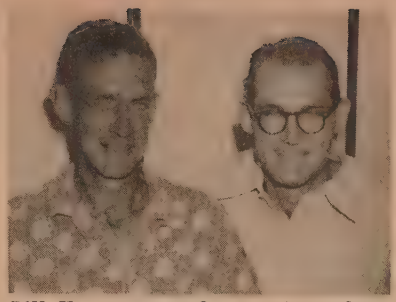
Jacketed Cooler Principle Applied to Fish Scow

Extension of the jacketed system of refrigeration, already applied to cold storage plants, railroad cars, fishing trawlers and display cabinets, has been developed by the Pacific Experimental Station in Vancouver, B. C.

Dr. Neal M. Carter, director of the station, says the same principle has been applied in construction of a jacketed compartment refrigerated fish scow.

The scow can be used for a combination of purposes. It can supply boats at remote fish camps with crushed ice processed from block ice stored aboard; it can transport frozen fish and fishery products; it can carry fresh fish from the grounds to processing units, and it can take mild cured and smoked, frozen and fresh fish to market outlets.

Each jacketed compartment is equipped with a unit blower located on the roof of the refrigerated barge for convenience of operation, ease of inspection and efficiency. The refrigeration equipment may use either Freon or ammonia and be semi-automatically or automatically controlled, and temperatures in the compartments may be varied to suit the products inside.



Bill Kearns, yard superintendent, left, and business partner in Kettenburg Boat Works, San Diego, with his brother, John, who has recently been appointed salesman for the yard, specializing in Chrysler marine engines, Andrew Brown paints, and the line of boats which are built by Kettenburg.

"Sea Maid" Sports Much Fine New Gear

Joe Messina, San Francisco, has completely refurbished his troller *Sea Maid.* He has installed a Bendix 100 Fathom Depth Recorder, purchased from Marine Radio Electronics, Fishermen's Wharf. He had Allemand Bros., Hunters Point, put on a new deck house, and Shore Line Diesel Maintenance put in new engine controls. A Galley Maid stove purchased from Cincotta Bros. was also installed.

Believed to be one of the largest specimens ever taken along the northern California coast, a giant 110-pound halibut was delivered at Eureka recently, to the branch plant of A. Paladini, Inc. The huge halibut was bagged accidentally by Leon Davis, Crescent City, on the boat **Banshee,** while he was trolling for salmon off Humboldt Bay.

A Model 20-61-A Series 71 General Motors diesel has been installed as auxiliary aboard the **Sun Star,** owned by Sun Pacific, Inc., for operation in waters near Peru. A GM clutch and power take-off was included.

The above anchors have the same holding power*... but look at the difference in cost and weight. For safety and ease of handling, equip YOUR boat with...

DANFORTH ANCHORS

*Send for complete data

2153 Allston Way, Berkeley 4, Calif.

NEW KAAR D-31 Direction Finder—

FEATURING:

- NEW easy to read tuning meter
- NEW built-in speaker
- NEW improved tuning circuits

WRITE FOR DESCRIPTIVE LITERATURE

KAAR ENGINEERING CORP.

PALO ALTO • CALIFORNIA

THE ALASKA LINE

First
In Serving
Alaska's
Greatest
Industry

ALASKA STEAMSHIP COMPANY
Pier 42
Seattle 4

H. C. HANSON
Naval Architect :: Engineer
Phone ELiot 3549
102 Colman Ferry Terminal
Seattle 4

Highest *Quality*
ARB
Brand
Canned
Mild Cured
and Frozen SALMON
FARWEST WRANGELL CO., INC.
WRANGELL, ALASKA
Seattle 9 Office: 750 Westlake N.
Phone: MAin 7448

G. BRUCE NEWBY
Consulting Naval Architect
and
Marine Engineer
Telephone 966-35 4549 East Anaheim St.
Long Beach 4, California

PETERSBURG
Cold Storage Co., Inc.
PETERSBURG, ALASKA
Ralph Hall, Manager
Commercial
FREEZING and STORAGE
Excellent Facilities for
Buyers and Fishing Boats
BAIT ICE

American Hammered Piston Rings
Briggs Oil Filters
Lathrop Marine Engines
H. G. McLaughlin Co., Inc.
76 YESLER WAY SEATTLE 4

Willapoint
OYSTERS
—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!

ARTHUR DE FEVER
Naval Architect & Marine Surveyor
Consultation *Re-Conditioning* *Survey*
Ship Design *Inspection* *Appraisers*
701 East Harbor Drive, P.O. Box 1049
San Diego 12, California
Phone No.: F-9-2159

The Campbell Machine Co.
SAN DIEGO 12, CALIFORNIA
BOAT BLDG. MACHINERY REP'S
ANCHOR and CARGO WINCHES
Distributors
"Union" Diesel Engines

YOU MAKE MONEY ON THE BEACH, TOO
when you bring your boat to
NATIONAL STEEL AND SHIPBUILDING CORPORATION
HARBOR DRIVE AT 28th
Phone Franklin 9-8065 ● San Diego 12

PHILIP F. SPAULDING
NAVAL ARCHITECT AND MARINE ENGINEER
65 Marion Street Viaduct MAin 4954
SEATTLE 4, WASHINGTON

GRANDY BOAT COMPANY
MARINE WAYS
BUILDERS OF
ALL TYPES OF FISHING VESSELS
REPAIRS and ALTERATIONS
2538 Westlake Ave. North Seattle 9, Wash.

San Diego Marine Const. Co.
SHIP CONSTRUCTION
and REPAIRS
Marine Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF.

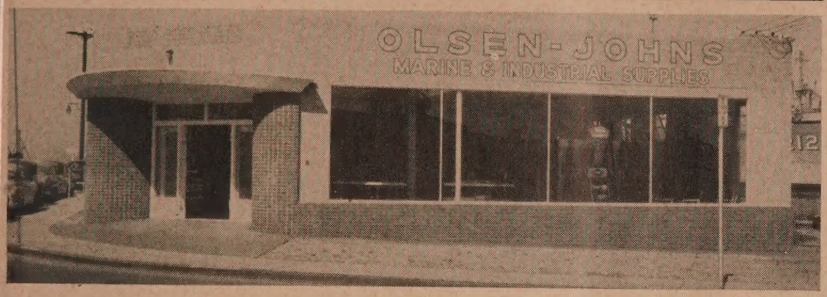
PAUL W. HILLER
315 AVALON BLVD. WILMINGTON, CALIFORNIA
MARINE MECHANICAL EQUIPMENT
TEL: TERminal 44-538

J. J. CAMILLO
Wholesale SEA FOOD Broker
935 W. Harbor Drive, SAN DIEGO 1, California
Maritime Agency
★ BROKER and AGENT ★
Phone Franklin 5189

NORTHERN PRODUCTS CORPORATION
Distributors
American and Canadian
MILD CURED and FROZEN SALMON
200 Bell St. Dock
Pier 66
SEATTLE 1
U.S.A.

NUTTALL-
STYRIS CO.
825 Columbia
FISHERY SUPPLIES
San Diego 1
Calif.

LINES and LEADERS



The headquarters of a new marine supply firm at San Diego: Olsen-Johns, a partnership composed of Parker Olsen and John Sparks. The firm is a manufacturer's representative for Rostand Mfg. Co., marine hardware; and is a jobber for Glidden marine finishes. Other lines carried include American Mfg. Co. rope, Fish Net and Twine, Woodberry seine twine.

Left to right, John Sparks, assistant mgr. of Olsen-Johns, Parker Olsen, manager and Spark's partner; and

Ralph McCabe, former skipper of the "Western Ace" and now salesman for the new firm.

Diesel Engine Expert Joins National Supply in Canada

R. M. Ellis, formerly factory representative in the United States and Canada for Lister-Blackstone, Inc., has been appointed a special representative in Canada of the Engine Division of The National Supply Company, Ltd., with headquarters in Toronto.

This appointment for Engine Division sales with National Supply Company, Ltd., supplements the existing branches at Vancouver and Halifax and the parts distributors in other trade centers.

Mr. Ellis will seek to develop additional application of Superior and Atlas engines to Canadian needs. The engines are already widely used in marine service.

"Sandy" McComb to Handle Nordberg Distribution in B. C.

Nordberg Manufacturing Company, after careful analysis and study of conditions in British Columbia, has taken over the sales and service of its gasoline marine engines and parts in this area through S. C. "Sandy" McComb, the company's Western representative with headquarters at 535 Homer Street in Vancouver. This change was effective in October.

Steveston Marine Sales & Service, located in Steveston and managed by Art Spencer, will continue as Nordberg dealer in the lower mainland of British Columbia and Lulu Island working under McComb. The Steveston firm has enlarged its sales and service facilities and will stock both engines and parts.

Kermath Names A. H. Nelson West Coast Representative

Harold V. Bright, vice president and general manager of Kermath Manufacturing Company, Detroit, has announced the appointment of Arthur H. Nelson, 8027 Dibble Avenue, N. W., Seattle, as factory representative for the entire west coast, including British Columbia.

Mr. Nelson, who is well known in west coast circles in the marine field, will work as factory liaison representative with Homewood Marine Ltd., at Vancouver, B. C.; Sunde & d'Evers Co. of Seattle; T. B. Cook Engine Company of Portland; Thomson Machine Works at San Francisco; and Fellows & Stewart at Los Angeles.

Mr. Nelson brings to Kermath the benefit of many years of aggressive activity in the marine engine field on the west coast, and

Arthur H. Nelson, newly appointed by Kermath as West Coast representative.

it is the feeling of Kermath management that his association with the organization will materially strengthen its vastly expanding markets on the west coast, and in Alaska.

Cooper-Bessemer Appoints Williamson Its Manager At Los Angeles

Appointment of R. G. Williamson as branch manager of Cooper-Bessemer's district office in Los Angeles has been announced by Stanley E. Johnson, vice president in charge of sales of The Cooper-Bessemer Corporation, Mount Vernon, Ohio.

A graduate in mechanical engineering from the University of Southern California, Mr. Williamson has undergone extensive

R. G. Williamson, Branch Manager, Cooper-Bessemer's Los Angeles Office.

factory training in both engineering and operation of gas engines, diesel engines and compressors at Cooper-Bessemer's plants in Mount Vernon, Ohio, and Grove City, Pa.

A captain in the U. S. Army Air Force during World War II, he was commanding officer of the 987th Engineering Squadron based at Okinawa. Mr. Williamson replaces Mr. Mettling, who recently resigned.

GM Sales Meet Held

Al Anderson, Pacific Coast sales representative, Detroit Diesel Engine Division, General Motors Corporation, conducted a sales meeting in Oakland, Calif., for northern California distributors and dealers of GM Detroit diesel engines.

Anderson presented a most interesting film on the new GM 51 series engine. Among the 31 people present were representatives from West Coast Engine & Equipment Co., Berkeley; Rhea Tractor & Engine Co., Sacramento; West Coast Engine & Machine Works, Fort Bragg; Hover Equipment Co., Monterey and Moss Landing; Shore Line Diesel Maintenance, San Francisco; and Equipment Sales & Service Co., Stockton.

Crystal Cleaner Is Added To Aqua-Clear Equipment

New Aqua-Clear Crystal Cleaner gives added life to Aqua-Clear Crystals.

Owners of Aqua-Clear Feeders find that at the end of each season it is much to their advantage to remove the sludge and foreign matter that has collected in the Aqua-Clear Feeder.

To make it easy to remove such sediment Sudbury Laboratory developed Aqua-Clear Crystal Kleener. This not only cleans the Feeder and Crystals of all sludge and foreign matter, but revitalizes the Crystals so that the Aqua-Clear Feeder will continue to function 100%.

"Shipmate" Stove Line Sold

The Stamford Foundry Company, manufacturers of "Shipmate" stoves and ranges since 1881, announces the sale of its busines to The Marine Manufacturing & Supply Co. of New Brunswick, N. J., manufacturers of cargo handling equipment, deck fittings, port lights, heavy hardware.

It is the intention of The Marine Manufacturing & Supply Co. to continue to produce all current models of SHIPMATE appliances and to furnish spare and repair parts for same just as has been done by The Stamford Foundry Company since 1881. In addition, several entirely new products in the SHIPMATE Line are under consideration.

ADVERTISING INDEX

Adams Net & Twine Co. 10
Alaska Steamship Co. 74
Albina Eng. & Mchne. Wks. 31
American Can Co. 4, 5
American Marine Paint Co. 34
Archer-Daniels-Midland Co. 66

Baker Engr. Corp. 68
Barry & Co., J. R. 60
Brock's Bait Boats 48
Bryant's Marina 49
Buelow & Co., C. F. 62

California Cotton Mills 44
California Marine Curing & Packing Co. 60
Camillo, J. J. 74
Campbell Machine Co. 74
Carruthers Co., E. H. 72
Caterpillar Tractor Co. 9
Chrysler Corp., Marine Eng. 50
Columbia River Packers Assn. 59
Continental Can Co. 7
Coventry Victor Engines 45

D'Acquisto & Sons 76
Danforth Anchors 73
DeFever, Arthur 74
De Laval Separator Co. 8
Deming & Gould Co. 22
DuPont de Nemours & Co., E. I. 24

Electromatic Sales & Service 45
Enterprise Engine & Mchny. Co. 32
Enterprise Mfg. Co. 34

Fairbanks, Morse & Co. Inside Back Cover
Farwest Wrangell Co. 74
Federal Propellers 70
Fellows & Stewart, Inc. 48
Fibreboard Products, Inc. Outside Back Cover
Fish Net & Twine Co. 70
Fisherman's Packing Corp. 76
Forster Shipbldg. Co. 48
Freeman, Doc 48
Freeman, Wood 33
Frohman & Sons, L. H. 72

General Motors Corp., Detroit Diesel Div. 42
General Petroleum Corp. 26
Grandy Boat Co. 74
Gray Marine Motor Co. 30

Hall-Young Co. 48
Hanson, H. C. 74
Harbor Boadbldg. Co. 48
Harnischfeger Corp. 2
Hart & Burns, Inc. 45
Heminway & Bartlett Mfg. Co. 38
Hiller, Paul W. 74

Independent Salmon Canneries, Inc. 61
International Minerals & Chemicals Corp., Amino Div. 6

Kaar Engr. Corp. 73
Kelley-Clarke Co. 61
Kettenburg Boat Works 37
Kohlenberger Engr. Corp. 72

Larson Boat Shop, Al 48
Lathrop Engine Co. 72
Linen Thread Co., Inc. 40
Long Beach Salt Co. 72

Marine Products, Inc. 70
Mathers Supply Co. 49
McKinney Co., H. G. 48
McLaughlin Co., H. G. 74
Meletron Corp. 64
Metal Marine Pilot 33
Moffitt, Inc., Lucian Q. 54
Mt. Vernon-Woodberry Mills Inside Front Cover
Murphy Diesel Co. 28

National Steel & Shipbldg. Corp. 74
National Supply Co., Engine Div. 21, 37, 63
N C Marine 41
Newby, G. Bruce 74
New England Fish Co. 61
Nordberg Mfg. Co. 46
Nordby Supply Co. 43
Norfish Sales Co. 56
Northern Products Corp. 74
Nuttall-Styris Co. 74

Oceanic Sales Co. 54
Oxenberg Bros. 61

Pacific American Fisheries, Inc. 22
Pacific Marine Supply Co. 12
Pacific Tel & Tel Co. 63
Pacific Towboat & Salvage Co. 48
Pauls Fish Net Co. 3
Petersburg Cold Storage Co. 74
Pioneer Sand & Gravel Co. 67

Radiomarine Corp. 11
Red Wing Motor & Mfg. Co. 70
Roder-Blackburn Internat'l Corp. 48
Rudd & Cummings 33
San Diego Marine Constr. Co. 74
San Juan Fish. & Pack. Co. 52
Seaside Supply Stores 48
Shepherd Marine 41
Shore Line Diesel Maintenance 48
Sloan Co., R. M. 72
Spaulding, Philip F. 74
Sperry Gyroscope Co. 33
Standard Machine Wks. 48
Standard Oil Co. 36
Standard Steel Corp. 52
Starr Net Co., A. M. 68
Stix, Inc., Robert L. 61
Sudbury Laboratory 35
Tacoma Boatbldg. Co. 31
Thompson Engr. Co. 45
Tower Co., A. J. 43
Tubbs Cordage Co. 69
Turner Halsey Co. Inside Front Cover

U. S. Rubber Co., Clothing Div. 63
Universal Motor Co. 49

Vilter Mfg. Co. 65
Vita Food Products, Inc. 70

Washington Iron Works 49
Westgate California Tuna Packing Co. 62
White & Sons, Wilfrid O. 46
Whitney & Co. 62
Whiz Fish Co. 62
Willapoint Oysters 74
Winslow Engineering Co. 76
Woolsey Paint & Color Co. 49

Fishermen's Packing Corporation

ANACORTES, WASH.

•

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

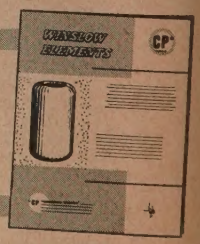
CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: **ANACORTES, WASH.**

what does "CP" mean to you?

"CP" means Winslow Controlled-Pressure Elements, with an exclusive built-in system enabling *all* of your lubricating oil, *hot or cold,* to get full-flow filtration, even under *contaminated* element conditions. For this patented protection, look only to Winslow "CP" Elements.

"CP" TRADE MARK



WRITE FOR FREE FOLDER!
Get a complete description of Winslow "CP" Elements. There are no charges or obligations. Just send us your request.

WINSLOW FILTERS

Winslow Engineering Company 4069 Hollis St., Oakland 8, Calif.

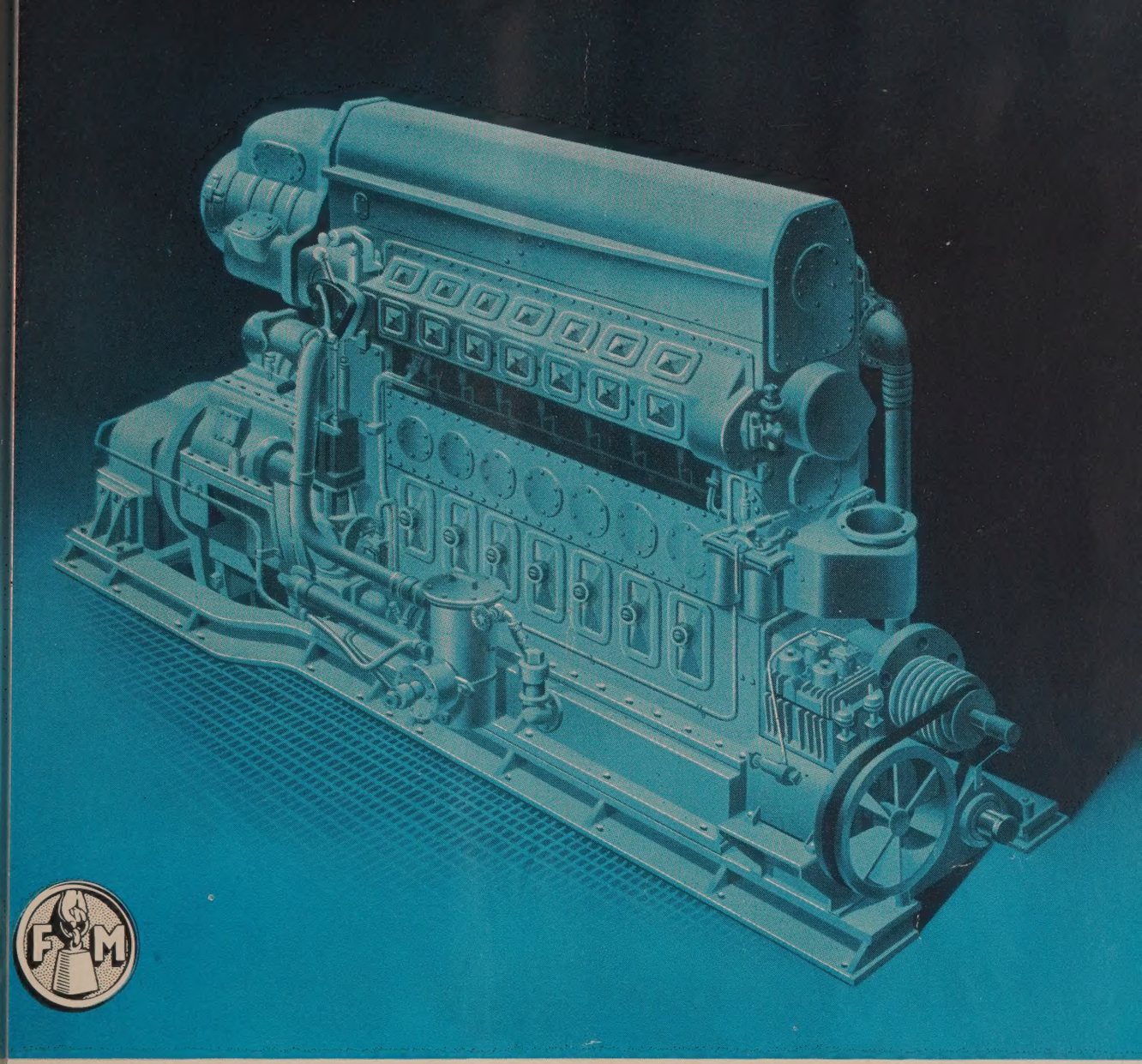
ADAMS AMERICAN NETTING **TUBBS CORDAGE** **PABCO MARINE PAINTS**

A. D'ACQUISTO & SONS

FISHERMEN'S SUPPLIES

COMPLETE TROLLING EQUIPMENT

Phone: 2-4110 **Municipal Wharf, Monterey, Calif.**



The Fairbanks-Morse Opposed Piston Diesel Model 38F 5¼. 225 to 750 horsepower. Diesel, Dual Fuel and Spark-ignition options. Other O-P engines available in horsepower ratings to 2400.

Some engines are not good enough

Yes, there are some diesels which just do not have what it takes for the job. They cannot satisfy the owner's pride in smooth, trouble-free operation and are lacking in the ability to square a balance sheet of operational costs and profits. For the more difficult jobs, many engines are simply not good enough.

Maybe you should pay more and get more!

If you want more engine-hours with fewer man-hours, *then* you should have the F-M Opposed Piston Diesel which will cost a little more and give you much, *much* more.

Fairbanks, Morse & Co., Chicago 5, Illinois.

FAIRBANKS-MORSE

a name worth remembering when you want the best

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • FARM MACHINERY • MAGNETOS

Research in packaging

To meet the exacting requirements of fast-moving modern industry and merchandising, Fibreboard maintains a fully-equipped, well-staffed Research Division, which is continually devising new and better types and methods of packaging.

FIBREBOARD PRODUCTS INC.

16 plants on the Pacific Coast

Sales Offices:
Baltimore
Boise
Denver
Fresno
Los Angeles
New York
Oakland
Philadelphia
Phoenix
Portland
Sacramento
Salem
Salt Lake City
San Diego
San Francisco
San Jose
Seattle
Stockton
Yakima

652

Head Office: 1789 Montgomery Street • San Francisco 11